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# The Hongkong Telegraph.

(ESTABLISHED 1881)

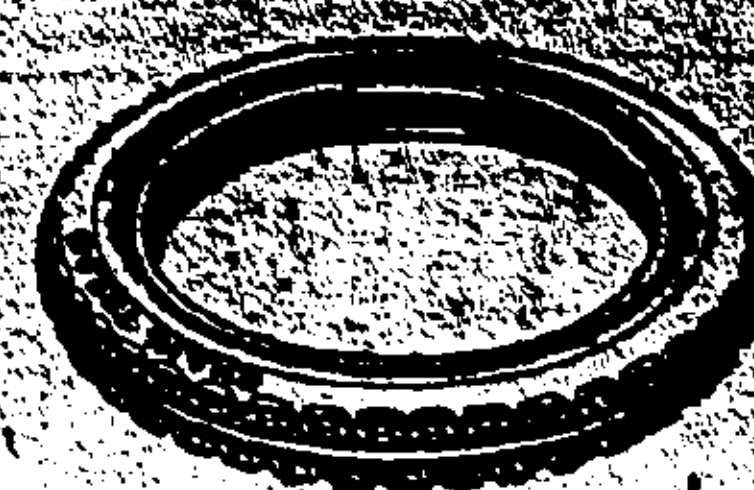
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TUESDAY, MAY 20, 1919.

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## REUTER'S TELEGRAMS.

### THE AFGHAN SITUATION.

#### A SUCCESSFUL MINOR ACTION.

Simla, May 16.  
The Mirs of Hunza and Nagar, the Governors of Yasin, Panial, Ishkoma and the Ghir Gilgit Agency have offered all their services to the Viceroy and placed their resources absolutely at the disposal of the King.  
The Mohmands report that a large number of corpses of horses, mules and elephants floated down the Kabul River on the 16th. There is no news from Khyber or the Dakka area.  
A minor but very successful action is reported from Chitral. A party of Afghans established themselves a few miles above Arnawai on the river, and a detachment of Chitral Scouts, aided by the Mehtar's body-guard, attacked and drove them back into Afghan limits, leaving several dead behind. We suffered no casualties.  
At Kurram and Chaman all is quiet.  
The tribal situation is continuing excellent.  
In spite of their request for a cessation of hostilities, the Afghans are still making every effort to stir up the tribes by means of agents and propaganda.

### AMERICAN COTTON EXPORTS.

#### A NEW CORPORATION BEING FORMED.

New Orleans, May 13.  
A conference of cotton interests is being held here with a view to the organisation of an American Cotton Exports and Financing Corporation. It has been decided that the Corporation's capital be one hundred million dollars.

### THE PEACE NEGOTIATIONS.

#### GERMANS BUSY WRITING NOTES.

Paris, May 12.  
Count Brockdorff Rantzau sent in a space of twenty-four hours four communications to the President of the Peace Conference. French circles state that if Rantzau's epistolary efforts may be taken as a criterion of the state of mind of Germany, she is far from ready for admission to a league of civilised nations.—Havas

#### AN ANGLO-FRENCH AGREEMENT.

Paris, May 12.  
Britain and France have come to an agreement regarding the division of the Cameroons and Togoland. The mandatory system will not be applied to Togoland or the Cameroons.—Havas

#### GOOD FOR THE GERMAN GOVERNMENT.

Paris, May 12.  
Peace Conference circles recognise that the German Government will probably be glad to have M. Clemenceau's unconditional refusal to enter into negotiations about the peace terms, as an argument to use against the panic of despair which is reported from Germany.—Havas

#### CHINA'S ATTITUDE.

Paris, May 12.  
It is rumoured in Paris circles that the Chinese Delegation has been instructed by the Chinese Government to refuse to sign the Peace Treaty on account of the Shantung solution.—Havas

#### ITALY AND FRANCE.

#### HOPES OF AN ALLIANCE.

Paris, May 12.  
Concerning the new Triple Alliance between France, the United States and Great Britain, Italian papers hope that such a bond may be created between France and Italy, this being a matter for later diplomatic negotiations and not for the present Treaty.—Havas

#### M. CLEMENCEAU'S BUSY SUNDAY.

Paris, May 12.  
M. Clemenceau passed a busy Sunday conferring with M. Pichon, M. Venizelos, Mr. Balfour and M. Tardieu, also calling upon President Wilson, with whom he remained a considerable time.—Havas

## SPECIAL TELEGRAMS.

(From Our Own Correspondent.)

### FOOD CONTROL IN THE STRAITS.

Singapore, May 17.  
It is understood that as the result of a meeting between the Government and the Chambers of Commerce the Government will take over control of all rice, wheat and flour, and also possibly bring in the ration system.

## TO-DAY'S CHINESE TELEGRAMS.

(Chinese Commercial News Service.)

### THE DEADLOCK IN CHINA.

#### MORE FOREIGN ADVICE EXPECTED.

Shanghai, May 19.  
It is reported that owing to the break in the Shanghai Peace Conference, the Diplomatic Corps will give China further advice.  
The Southern delegates met together at Tang Shao-yi's residence to discuss whether or not they should accept the Canton Government's request not to resign. The result is unknown.  
Chu Kai-kim and Ng Ting-chung left Shanghai for Hangchow on the 17th. Other Northern delegates have already gone to Nanking, there to await Chu Kai-kim until the 21st, when they will all proceed to Peking.  
A certain party has demanded that Tien Ying-wong be appointed Minister of Education, as a condition for maintaining the Chien Nung-fun Cabinet, which demand the Central Government is willing to accept. Tien Ying-wong has proposed that after appointment he will remove the principals in all the schools and all the staff in the Ministry. This arouses strong opposition. All the schools will be suspended to-day.  
The Central Government will issue a Mandate saying that although the Shanghai Peace Conference has broken up, the Government will continue trying to arrange peace and there will not be any more fighting.  
Peking telegraphs to Canton that if the South will appoint a new Peace Delegation they will also do the same.  
Chu Shu-tsang asks Chu Kai-kim to return immediately and not to associate with rascals in Shanghai.

### EARLIER TELEGRAMS.

#### RECONSTRUCTION TASK BEGUN.

London, May 14.  
The report of the Advisory Council on local reconstruction states that active reconstruction is being carried on by local associations in Birmingham, Bristol, Devon, Cornwall, Liverpool, North and South Wales and Ireland and other associations are forming. It mentions as an example of the work the establishment in Wales of a committee in connection with agriculture, social life in the villages, water power and rural industries. The Council recommends the formation of a federation of reconstruction associations, each of which should be free from Government control.

### THE SILVER MARKET.

London, May 13.  
Silver is quoted 55½d. to 55d. American selling orders. The tone is uncertain.

## CORONET THEATRE.

### A SPLENDID FILM.

A delightful film, "The Girl from Bohemia," is now being shown at the Coronet. It is finely-acted photo-play with Mrs. Irene Castle in the star role as Alice Paige, a girl of modern ideas who seeks to escape the shackles of convention by entering into the gay life of the Bohemian quarter of New York. Returning home an heiress, she attempts to

infuse some of the characteristics of her former surroundings into the staid home she shares with her prim spinster aunt. The latter's old-fashioned ideas and conventional outlook were to blame for the successive shocks she endured with every attempt at "innovation" by her niece. The picture also gives a humorous insight into the life led by the denizens of the *Quartier de Beaux Arts*, and the film can be most favourably compared to others in which Mrs. Castle appears. "The Girl from Bohemia" deserved well of the crowded houses which attended yesterday's shows.

## LAUNCHING OF "WAR DRIVER."

### FIRST STANDARD VESSEL AT TAIKOO.

The launching of the War Driver, the first standard vessel built by the Taikoo Dock and Engineering Co., Ltd. took place this morning. There was a large crowd of interested spectators. Amongst those present were His Excellency the Hon. Mr. Claud Severn, C.M.G., the Hon. Mr. W. Chatham, the Hon. Mr. E. D. C. Wolfe, Commodore Gurner, Messrs. Ross Thomson, Mr. J. Reid (dockyard manager), S. H. Dodwell, A. Shelton Hooper, K. Krewer, W. L. Pattenden, D. Young, C. E. H. Beavis, J. W. Graham, J. Lambert, Flag-Captain Fisher, Captain Carrington, D.S.O., Col. Clement Smith and Mr. Ponsonby-Fane.  
Lady Tudor performed the ceremony of severing the cord. The War Driver took to the water with gracefulness, apparently conscious of her importance. She glided to the accompaniment of the firing of crackers.  
After the launching the guests adjourned for the speech-making.  
MR. ROSS THOMSON'S SPEECH.

Mr. Ross Thomson said:—Your Excellency, Lady Tudor, ladies and gentlemen.—On behalf of the Taikoo Dock and Engineering Company I wish to thank you all most heartily for having come here to-day to assist us in the launching of the War Driver, an event which marks a further step forward in the shipbuilding "area" of this Company and also a further step in the shipbuilding development and industry of the Colony of Hongkong. This vessel, although not the biggest that has been launched by this Company, the occasion is yet unique in that this is the first standard vessel, which we have had the privilege of constructing to the order of His Majesty's Government and as such it is evidence of the fact that the fame and reputation of this yard and of the Colony of Hongkong as a shipbuilding "centre" had become extended, going wider afield and earning the confidence of the greatest shipping authorities of the world. We would have liked to have completed this vessel and her sisters, of which you may have noticed three alongside in various stages of construction, before Armistice was declared, but it was not the Company's fault that we had none of these vessels in commission before that time, and the time of the greatest pressure on the tonnage of the Empire had passed. This was solely due to the inability of the

Government to sooner give us priority for the necessary steel to enable us to get to work on these vessels. The first material reached us in October and the keel of the War Driver was laid at the end of that month. We have launched her to-day, her engines and boilers are ready to be put into place, and we confidently expect on July 10 she will be ready to take her place and share her part in the world's commerce. (Applause.) I think, under the circumstances there is no better record of a vessel of that size being completely built by Chinese labour. The War Driver is one of the well-known standard design steamers and is classed at Lloyd's 100A. It is 413 feet in length, 52 feet 2 inches in beam and 31 feet 2 inches in depth and has a capacity of 8,100 tons deadweight. The shipbuilding industry of this Colony, however, suffers from certain disadvantages in being so far removed from the source of supply of materials necessary for it but, in my opinion, these disadvantages are set off by certain advantages we enjoy, which, I think, will insure the future prosperity of the industry in this Colony. The recent events have brought His Majesty's Navy and the merchantmen of the Empire into closer touch and contact than perhaps they have ever been before, and I consider it a happy omen for the future of this vessel that we have been fortunate enough in succeeding in persuading Lady Tudor, the wife of the Commander of the fleet out here, to so gracefully perform that part of the work for us that removed the War Driver from the cradle of her infancy to take her place on the bosom of the ocean, which will be her future home. I wish to thank you, Lady Tudor, most deeply for your kind interest in this vessel, and I will ask you to accept this small souvenir of the occasion. I ask you to rise and drink with me to the success, long life and prosperity of the War Driver, coupling the toast with the name of Lady Tudor, whom I have great pleasure in asking to accept this small token as a souvenir of the occasion.  
Mr. Ross Thomson then handed Lady Tudor a diamond brooch, and the toast was heartily honoured.

### THE COMMODORE'S SPEECH.

Commodore Gurner, replying for Lady Tudor, said:—Mr. Ross Thomson, ladies and gentlemen.—Lady Tudor has asked me to thank you for the honour you have done her in inviting her to launch the "War Driver." It is a fine achievement to build such a ship in Hongkong and I hope she is only a forerunner of many more and even larger ships to be built in the days to come. I understand that both

## To-Day's Exchange.

The closing rate of the dollar on demand to-day was 36.7 1/2.

29.85. Temperature 2 p.m. Humidity 2 p.m. 77.

## TELEGRAMS.

(Reuter's Service to the "Telegraph.")

### THE SILVER MARKET.

London, May 14.  
Silver is quoted at 54d to 53 1/2d. The market is steady.

## LEST WE FORGET.

About 4th August, I am not sure to a day or so, near Vottem we were pursuing some Uhlans. I saw a man, woman, and a girl about 9, who had been killed. They were on the threshold of a house, one on the top of the other, as if they had been shot down, one after the other, as they tried to escape. The same day, or the day after, I was on patrol duty. The members of the patrol were not of my class, and I do not know their names. Near Vottem we found an old man of about 70 hanging from a tree. The Uhlans had just passed. The same day we found another man, a civilian, lying dead in the road. He had been shot. After the battle of Liege I saw the Germans bayoneting the Belgian wounded as they—the Germans—advanced. I was about 300 yards off. I saw seven or eight so killed. Official deposition of a Belgian soldier before the Committee on German outrages.

## DON'T FORGET.

### TO-DAY.

Victoria Theatre—9.15 p.m.  
Coronet Theatre—5.15 and 9.15 p.m.

### TO-MORROW.

Victoria Theatre—9.15 p.m.  
Coronet Theatre—5.15 and 9.15 p.m.

iron and coal have been discovered in the vicinity of Hongkong. Some day no doubt, these will be workable. Add to them the supply of cheap labour which is always at hand, you have all you require, and ought to be able to compete with any other yard in the world. Messrs. Butterfield & Swire are agents for the finest cargo ships afloat, and when they start to design and build for themselves, will have a grand opportunity of trying to improve on these ships; and when I say improve, I mean in every respect. Accommodation, cargo capacity, facilities for dealing quickly with cargo, and also speed. This last is a thing I can speak of with feeling as I have escorted convoys across the Atlantic from their original inception until the end of 1917. It was my ill-fortune never to have a cargo convoy with a speed greater than 8 knots on paper, which in practice seldom if ever exceeded 7½, even in fine weather. Now it seems to me that the cost of coal expended for getting extra speed up to a certain point is more than counter-balanced by the number of trips a ship could do in a year. In this connection I would like to tell you some of the difficulties one had to contend with in the class of convoy I mentioned, which was over 30 ships. We cruised in 4 columns, until we got to the danger zone and then we re-organised the convoy into 8, with 4 ships in each column; the object being to present as large a front as possible to any lurking U-boat. I saw a mob of ships going straight at him like this, his own object was to get into the middle of the way, and then he would be surrounded.

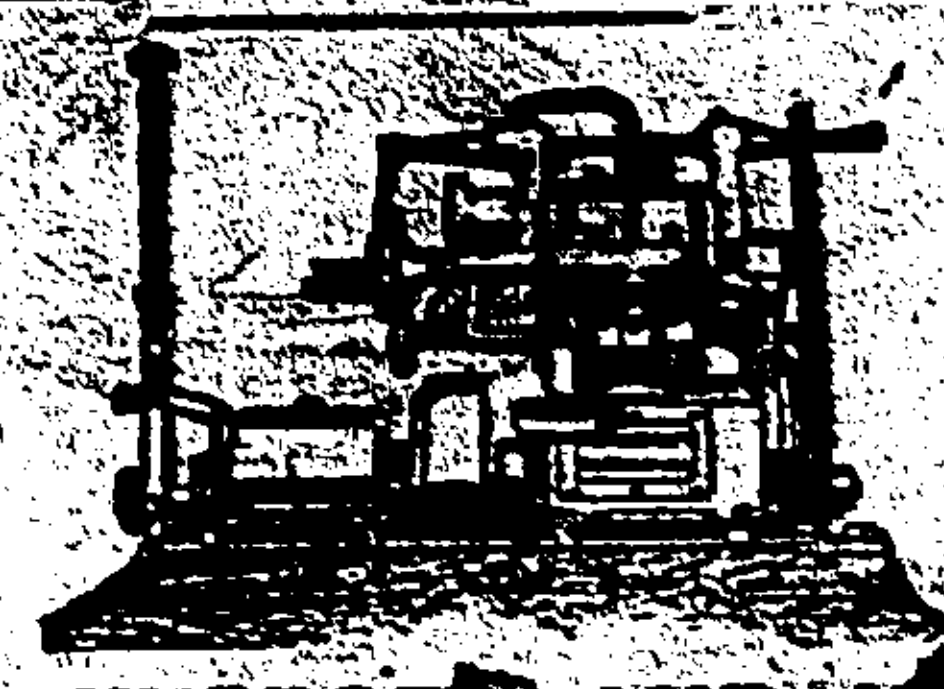


Photo: Tientsin Press.

### A MAMMOTH BRITISH AIRSHIP.

Yesterday we gave an account of a continuous flight of about 20 hours made by the Clyde ship R. 34, from Glasgow across the Irish Channel to Dublin, over the city and over Dublin Bay, over the Isle of Man, Barrow-in-Furness and Liverpool, then right across England to Selby, up the East Coast to Newcastle-on-Tyne and back. As Selby she stated her sister ship the R. 32, of which the above is a photograph, and which is the rival for the honour of the first flight across the Atlantic.





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**JAPAN AND AMERICA.**  
BITTER ATTACK BY JAPANESE PAPER "HOCHI."

Writing before the amendment to the League of Nations Covenant on the question of racial discrimination was rejected, the *Hochi* made a severe attack on the policy of America in connection with affairs in which Japan is interested and drew a very gloomy picture of the future relations between the two countries. Our contemporary said:—  
"Now that the proposal for the abolition of racial discrimination is going to be voted on, although its fate seems to be sealed in spite of the strenuous efforts of the Japanese representatives, it is very cynical of the Americans to introduce suddenly an extreme anti-Japanese Bill in the State Assembly of California and a similar Bill in the Assembly of Colorado, and other States. It is understood that all these measures are to be adopted because Japan has proposed the abolition of racial discrimination. Reports received here of the probable fate to the racial issue are mostly pessimistic. Not only that, the way in which this proposal has been treated is not calculated to enhance the honour of this country. To receive such a requital for all our trouble over the matter—and that from a country which is so loud as the United States is in advocating the cause of justice and equality, liberty and fairness—is a matter which we cannot pass over in silence.

"To tell the truth, we are not favourably disposed towards the Americans; nor is this sentiment of recent origin or of superficial foundation. The Americans have persecuted Japan in everything, while always wearing the mask of liberty and fairness. We will here say nothing about the school question, now somewhat old, nor about the anti-Japanese Bills which are introduced in the California Assembly year after year as if it were one of the regular functions of that State. In the recent Allied expedition to Siberia, however, the United States, who ought to have heartily co-operated with Japan, seeing that that country had meekly agreed to a proposal for sending the expedition, actually incited the Bolsheviks and caused a detachment of the Japanese troops to be annihilated. Further, the American missionaries resident in Korea to raise the present riots. One of these facts alone should be sufficient to cause serious international complications. But the Japanese authorities are such cowards that they were afraid to make a public matter of the affair; and the nation was also patient, bearing what was unbearable, in view of the difficult position of the country after the war. Emboldened by the submissive attitude of this nation, the United States took advantage of the peace conference between the North and South of China and instigated the South to have all the treaties between China and Japan made public. Under the pretext that it was for the sake of peace, she forced the terms of the

suspended and interfered with the war loan, while on the other hand she was keeping back all the secret treaties to which she is a party and granting loans to the Chinese by stealth. Her latest move was to supply the Military Governor of Hunan with arms and ammunition for fighting the Southern army. After all her vaunted pretensions to justice and fairness, what excuse can she offer for these actions?  
"Should things be left to themselves, it is to be feared that the feelings between the two nations will be more estranged every day and a serious state of things may be brought about. This is a point on which we want the fair-minded Americans to reflect. However, the Japanese authorities are also to blame; it is not entirely the fault of the Americans that they are behaving in so audacious and high-handed a manner. The Japanese Foreign Office is hereditarily timid before foreign Powers and is lacking in sufficient resolution to stand firm and fearless when the honour of the country is at stake. For these and other reasons, they are despised by the Americans and insulted in every instance. One of the most notable examples of this was witnessed when the Japanese authorities ended in publishing all the documents, as asked, because they feared the influence of the United States and Britain which lay behind the Southern party, at the peace conference between the two sections of China. A certain American has said: 'If Japan boldly asserts what she believes to be right, the other Powers will not make any difficulty, but she communicates with and sounds the Powers in everything and thereby gives an opportunity for them to raise difficulties and objections.' The Japanese authorities should draw a lesson from this observation."

**GENERAL NEWS.**

**MONEY VALUE OF GENIUS.**  
King George has appointed a Royal Commission whose duties are in effect to assess the money value of genius, which, expressed in many wonderful inventions, helped to overcome German ruthlessness and win the war. Their task, in the official language, is "to determine what awards and royalties shall be paid to inventors in respect of the use of their inventions by Government Department during the war." In a long list of inventors' triumphs are the paravane, which saved £40,000,000 worth of war ships from mines; the Pomeroy anti-Zeppelin bullet; the Stokes gun; secret telephones; improved hand bombs; and the devices that beat the U-boats.  
**BOMB THROWN AT GENERAL HORVATH.**  
A telegram received in Tokyo on the 2nd instant says that General Horvath was the target of a bomb attack when he was walking along a street in Vladivostok. He escaped without injury. It is not stated whether the would-be assassin was arrested or not, but it is alleged that the offender was probably a Bolshevik who had just arrived at Vladivostok.

**THE STUDENT AGITATION IN SHANGHAI.**

The boycott of things Japanese which is being organised as a result of the decision of the European Peace Conference to hand Kiaochow to Japan is at present moving very quietly, the organisation of the affair not yet, apparently, having been perfected. Banknotes issued by the Japanese banks are being refused by money changers and also other Chinese, and there appears already to be a marked diminution in the amount of custom ordinarily given by Chinese to Japanese shops. But beyond the appearance of notices posted on telephone poles and inscriptions written in chalk on walls, etc., little is to be noticed of the activities of the promoters.  
In Hongkew the Japanese shops were still doing business, though it is said that there was a noticeable decrease in the number of their customers. Observers say that at present the movement is only strong among the student class and that the lower class Chinese have not yet entered into the move, though there are signs that indicate a strengthening of the boycott as time goes on.

**FEELING AMONG STUDENTS.**  
There is a feeling among some of the Chinese that where Chinese shopkeepers and the like hold Japanese stocks, no obstruction should be placed in the way of their getting rid of existing stocks on condition that they do not purchase more from the Japanese. This would save the Chinese owners of Japanese stocks from loss, though steps would have to be taken to prevent them buying further.

The feeling of the student class on the question of Kiaochow may be perceived by the following manifesto which has been issued by the Chinese Students' Union:—  
"China is facing a great crisis. Externally she is hard pressed by a selfish and aggressive neighbour; internally she is betrayed by her own traitors. Diplomacy has sunk to the level of commercial bargaining and the country is getting into a worse and worse position, until at last we learn from the report from the International Peace Conference that our Tsingtao has to be ceded to Japan. Our demand has proved to be an utter failure—the soil of Tsingtao will pass out from our possession.  
"Tsingtao is the stronghold on our eastern border and Shantung is the birthplace of Chinese civilisation. The loss of Tsingtao practically means the loss of Shantung and the loss of Shantung practically means the loss of the whole of China.

"Our voice has been unheeded and our effort has proved in vain. While we express our indescribable mortification at our helplessness we wish to call the attention of the public to those depraved traitors, who turn their backs to their mother country and smile to our infernal enemy. It was but natural that the patriotic students of Peking University became so agitated; and their actions have elicited the admiration and sympathy of the whole world. And the fact that the Peking Government should so indiscriminately arrest the leading students and order the closing of Peking University naturally aroused the indignation of Chinese students.  
"LIBERTY OR DEATH."  
"Here is a word for the Peking Government and our fellow citizens. What is life for? Is it not for honour and welfare? China is to be dragged in the dust. Those who are now in charge of the government will suffer the same lot as the common people. If they do not feel ashamed to live as slaves in this world they should be ashamed to see their ancestors in the next world. Should we not unite our strength to fight for our honour and welfare? We are the educated class of our country and know that the only alternatives will either be liberty or death, and it is our duty to arouse the patriotism of all of our people and work for the salvation of our country. We appeal to the students of the whole country to unite together to work for our liberty and honour even if we have to die for them. We hereby make known to the world that we have formed an organisation, and that we are determined to stand in spite of opposition and obstacles for the Salvation of Our Mother Country."

**PEACE HONOURS LIST.**  
The peace honours list, which will be published on June 2nd, will contain about 100 names.

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AGENTS



## IF CHINA TURNS BOLSHEVIST!

## MENACE THAT IS SPREADING.

Mr. Lovat Fraser writes in the *Sunday Pictorial* as follows:—If China could turn Bolshevik twenty years ago, may she not turn Bolshevik to-day? That is the question which thoughtful people are asking themselves.

The other day Sir George Buchanan, formerly British Ambassador at Petrograd, said with absolute truth that Lenin, the Tsar without a crown, hoped to retain himself in power with the aid of recruits from China.

Lenin is really doing so already. He depends upon two forces for his safety and authority. One force consists of Letts from the Baltic provinces, who serve him as Albanian mercenaries used to serve Abdul Hamid.

The other force consists of low-grade Chinese, who are estimated to number 25,000.

Though for obvious reasons there is so far no steady stream of Chinese recruits towards Moscow, yet men are believed to be filtering through from China. Bolshevik agents well supplied with funds are said to be at work on Chinese territory.

The spirit of Asia is instinct with rebellion. Just now there is a rift between the Chinese of the north and south, the outcome of ancient dissensions. Yet the Chinese have their delegates in Paris, charged with a clear mission. They asked that the territory seized by Germany at Kiaochow shall be restored to them, and they are right. Never was a claim better justified.

A cardinal defect of the Paris Conference is that it ignores the interests and aspirations of one-third of the human race.

The population of the globe is reckoned at 1,500 millions. Of this total, 300 millions, or more, are Chinese, a homogeneous nation, and over 200 millions are Mohammedans, temporarily divided, but indissolubly knit together by the ties of religion.

If the Conference leaves China's just claims unsatisfied, it will sow seed which may bear bitter fruit.

In any case, I am inclined to believe that the danger of the virus of Bolshevism infecting China is a very real one. I fear it for this simple reason—that the leaders of the Red League know their own minds, and the leaders of the Paris League do not.

Is it so incredible that the spirit of Bolshevism might run like a whirlwind through the Chinese, whose interests have been disregarded by the Western world for a hundred years?

I wonder how many of those who read these words know Budapest. If five years ago you had stood on the heights of the old town of Buda, and looked across the Danube at the wonderful panorama of Pest, spread out before you, would you have conceived it possible that Bolshevism would ever have been enthroned there?

Yet what happened last week in Budapest is a far stranger thing than the appearance of Bolshevism in China would be.

TIMOROUS AND DIVIDED COUNCILS.

Bolshevism is eating its way westward into Europe, and eastward into Asia, because its course is directed by a single man with great though perverted, intellectual qualities, an iron will, an implacable and ruthless spirit, and a vision which, if distorted, is, nevertheless, steadily directed to one supreme end.

When you have made allowance for the exhaustion and apathy of the human soul in which Bolshevism thrives, when you have talked by the yard about hunger, you still get back to the fact that the growth of Bolshevism is chiefly due to the diabolically clever control of Lenin.

He has had no match on the Allied side, because in regard to Bolshevism the councils of the Allies have always been timorous and divided.

In this country we have never rightly grappled with the evil thing. We find reputable newspapers and apparently sane politicians still referring to Bolshevism in terms of veiled approval. Its horrors are ignored, its subversive tendencies discounted.

I opened one sheet last week and found this heading: "Lenin, the Peacemaker." Such a phrase, surely, indicates dementia. The only peace which Bolshevism brings is the peace of the grave.

Lenin's aim is the complete destruction of civilisation. Russia is his footstool. He knows full well that he must disseminate his deadly doctrines outside Russia until all Europe is a welter of anarchy, or perish. And instead of perishing he is in process of succeeding.

The lapse of Hungary is a grave symptom. I think we shall be wise

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## JAPANESE IN U. S. A.

## ENTITLED TO CITIZENSHIP.

Japanese who served in the United States army at Honolulu during the war, thus becoming eligible for naturalisation, are leaving Hawaii for California and other coast points as soon as they obtain their citizenship papers, according to Richard Halsey, United States Immigration Inspector. Several scores already have left or have engaged passage.

To date almost 200 Japanese have been naturalised at Honolulu. It is estimated that almost 500 were made eligible by military service. Naturalisation of Japanese still is proceeding rapidly before Federal Judge H. W. Vaughan, whose stand on the question brought a decision from Washington that Orientals who had served in the army were entitled to citizenship the same as other aliens.

Different opinions concerning the rights of Japanese naturalised in Hawaii to hold land in California were expressed by Edward White, Immigration Commissioner, and R. W. Harrison, Chief Assistant State Attorney-General, at San Francisco.

"These Japanese have the full right to exercise all the rights of American citizens, as their naturalisation has been upheld and is in strict accord with the Congressional act of May 9, 1918," Mr. White said.

"The right of these Japanese to hold land in California still is a question of doubt," Mr. Harrison said. "The interpretation of the United States District Court of Hawaii, whereby they were granted their citizenship, and the upholding of that citizenship by the Federal Bureau of Naturalisation does not thoroughly establish their claim as far as the State of California is concerned. We are not bound by the decisions of that court or that bureau."

"The issue could be decided here by the Attorney General bringing an action to have lands purchased by such Japanese escheat to the State, or by any interested parties bringing ouster proceedings."

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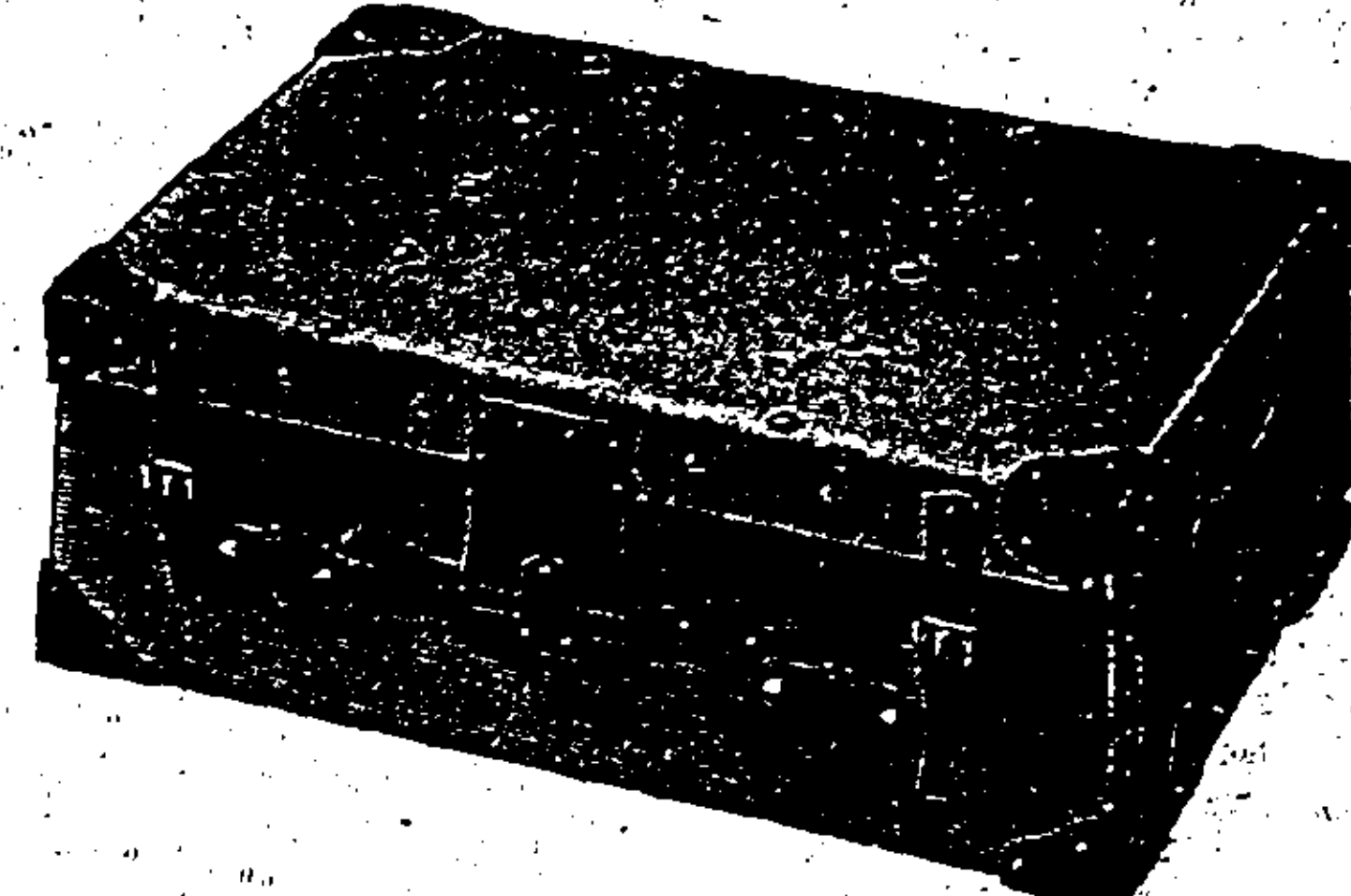
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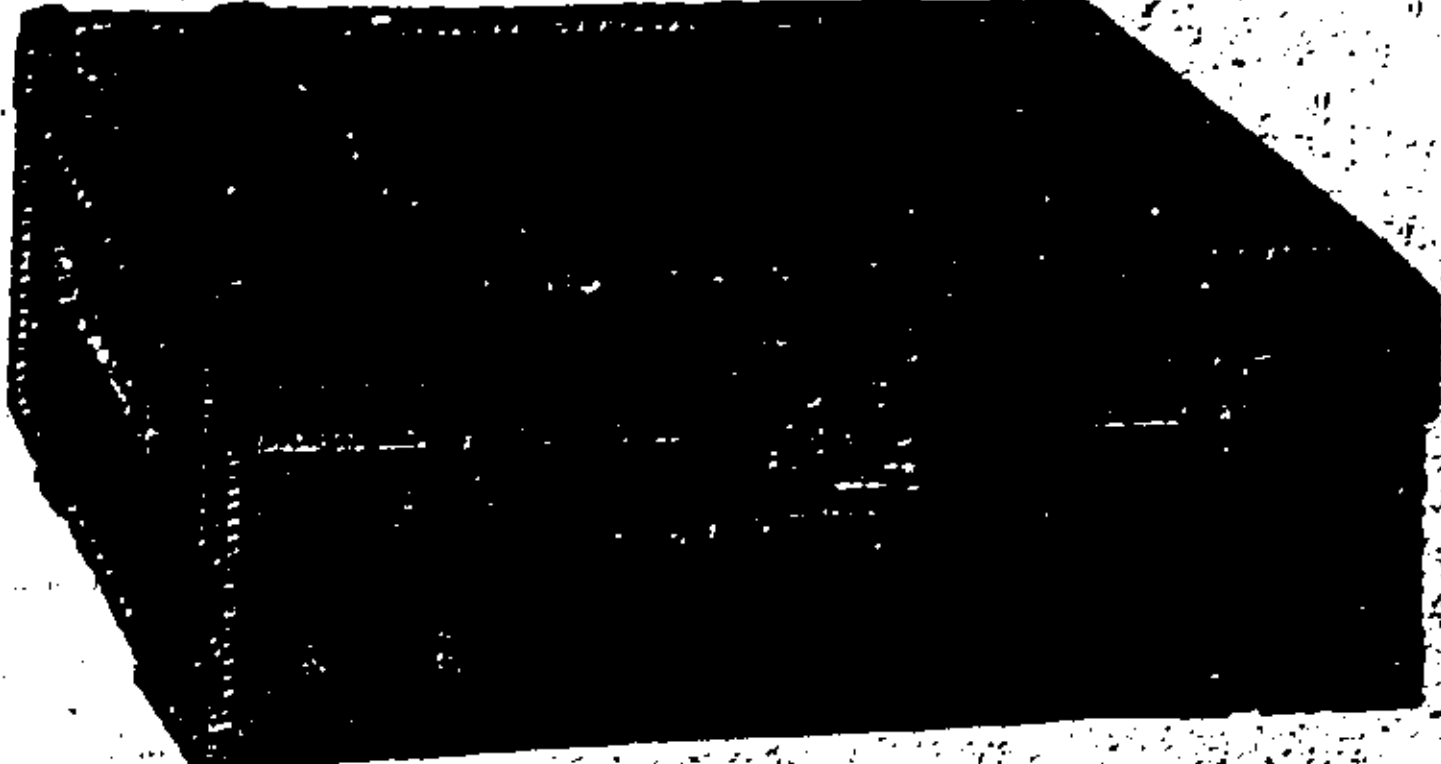
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The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshu, Canton, who are our agents there.

## DEATHS.

JENNINGS.—At the Military Hospital, Hongkong, on 19th May, 1919, Herbert Cecil Jennings, (Sergeant, Hongkong Defence Corps, Cadet Section) beloved son of Sergeant-Major and Mrs. T. Jennings, aged 16½ years. Funeral will pass the Monument at 5.15 p.m. to-day.

## The Hongkong Telegraph

HONGKONG, TUESDAY, MAY 20, 1919.

## THE ALLIES AND CHINA.

In the interest which has been manifested over the actual presentation of the Peace terms to Germany, the particular question of the future of Shantung has fallen somewhat into the background for the moment. But it is still agitating the Chinese, as may be gathered from the news contained in a telegram from our Shanghai correspondent on Saturday, to the effect that the movement in favour of boycotting Japanese goods is growing stronger than ever there. That the retention of Kiauchau by the Japanese, even temporarily, is strongly resented by those Chinese who have the means to make their opinions known there can be no doubt whatever, but the point of immediate interest is whether any action, and if so what, will be taken in the matter. China, of course, is in no position to do much more than protest, and even her protests are likely to be discounted by the fact that she herself cannot present anything like a united front to the world in general or her supposed enemies in particular. In fact, within the past few days she has worsened her position in this regard, since the break-up of the Shanghai Conference has again emphasised the hopelessness of expecting political or any other harmony in this country.

From more than one Chinese quarter of late the advice has been tendered that China should refuse to sign the Peace Treaty so long as the handing back of Kiauchau is delayed. But what good purpose would be served by such action we have never seen explained. That is a policy which would hurt China more than anybody. The latest resolve of the Peking Cabinet appears to be that China had better first sign the Draft Treaty and then fight for its revision in the formal Treaty, so far as the Kiauchau question is affected. That is the more sensible course, to be sure, though we fear that the final Treaty will remain unaltered on this particular point. Better still, therefore, would it be for China to bow to the decision at the moment, under protest, and then bring the matter before the League of Nations, after—and the proviso is important—she has shown a better capacity for domestic government than she has displayed during recent years. Last week, in a leading article entitled "The Other Side of the Picture," we cited some circumstances to show that China was not necessarily entitled to all the sympathy on this question which she claimed, pointing to the fact that she had really rendered small service in the war and that she had rather compromised herself by the conclusion of secret agreements with the Japanese. That the Allied Powers had cognisance of these matters is now amply shown, for a telegram to hand yesterday contained the news that the British and French Ministers at Peking have informed Luk Tsing-cheong that they regret being unable to help China in the Shantung question, as China had committed herself in secret agreement with Japan and, moreover, had done very little in the war. It is right and proper that the Chinese should be plainly told these things. Now they know why the Allies have not rushed to their assistance. It is all very well for the Chinese to attempt to saddle Japan with all the blame. We do not seek to defend Japanese policy in the Orient; we have often had occasion to criticise it; we shall possibly have to do so again. But China has not come too well either out of the war or of the political trickery which has been going on in her country during and before it.

The best advice that can be given to the Chinese at this time is that they should cease to excite themselves over this Kiauchau question, for in time they will come into their own, and that they should make some serious effort to pull themselves together. The Diplomatic Corps, we are informed, has decided at present to adopt a spectator's attitude with regard to China. Well, in view of the present outlook, that is really being very kind to the Chinese. But the time will come, unless big changes are brought about, when some other attitude may be called for. It is wearying to go on repeating the same advice to China year after year. But its acceptance is the only way out of a serious impasse. Blindness to reason can only lead to future disaster.

## NOTES AND COMMENTS.

## BARBARIC CRUELTY.

If there is anybody in Hongkong who has had doubts as to the persistent cruelty to animals that goes on in this Colony, we refer him to our account of a Police Court case, published yesterday, bearing the heading "Dogs as Food." Now, with the admitted fact that certain Chinese do eat dog-flesh we are not concerned here. We suppose that is a matter of taste, anyhow. But what wants to be burnt into the minds of our readers is the fact that in this instance the dog alleged to have been stolen, so that it might be consumed as food, was transferred alive to a pot of boiling water, the process of cooking being seen to by one of three Chinese gathered together for the meal whilst the other two slept. Anything more brutally callous could hardly be conceived. What the poor animal's sufferings were before it expired may possibly be imagined, though even that is doubtful. They must have been terrible. This is one isolated case in which, happily, the miscreants were captured. They got six months' imprisonment; they deserved double the sentence, with a plentiful application of strokes from the "cat" thrown in. But the probability is that this kind of thing is going on all the time. That is what we are most concerned about. Such a possibility, even if we take no account of the other cases of cruelty which are continually taking place, is of itself sufficient to warrant the speedy revival of the Society for the Prevention of Cruelty to Animals. It really is time someone got a move on.

## THE AFGHAN SITUATION.

Although at the time of writing the Afghan trouble is not over, there would appear to be grounds for believing that the situation is being kept well in hand. Indeed, the Afghan mischief-makers have evidently seen the madness of their action already, for a cable of Thursday's date from Simla indicates that the Commander has seen fit to make a request for a cessation of hostilities. That he would not have done had he the slightest hopes of his efforts succeeding. It seems, however, that, in making the request, this Afghan leader endeavoured to push on to the British the blame for starting an unlawful war. In point of fact, it was the swollen-headed Amir who began the trouble by deliberately invading British territory, prior to which he had sought to estrange loyal Indians by circulating seditious literature in India. Official documents prove this. However, that does not matter much at the moment. The chief thing is that the Amir has so far miserably failed in his schemes, that he has not obtained the support he had hoped for from the tribesmen, and that every day there are fresh evidences of Indian loyalty to the King-Emperor. If the Afghans want peace, they can secure it through the usual channel. But they must be made to understand that there is to be no more of this playing upon the feelings of the Indians by feeding them with lies and seditious propaganda.

## OBITUARY.

## MR. H.C. JENNINGS.

It is with much regret we have to record the death of Mr. Herbert Cecil Jennings, at the Military Hospital, last evening. The deceased was at office on Friday. His case was diagnosed as appendicitis and an operation was performed, but the patient succumbed.

The deceased, who was only 16½ years of age, was employed in Messrs. Jardine, Matheson and Company's Import Department and was the son of Sergeant-Major and Mrs. T. Jennings. He was well known in sporting circles and played outside left in the H. K. Football Club team last season. He was also an enthusiastic member of the Cadet Company of the H. K. D. C., having held the rank of Sergeant and had been a member of the Corps since its inauguration.

The funeral, which will probably be of a military character, will take place this evening, passing the Monument at 5.15 p.m.

## A BLOW FOR LABOUR.

By electing Mr. Richards, Lord Mayor of Sydney, the Citizen Reform Party has recovered control of the Sydney City Council from the Labour Party.

## DAY BY DAY.

## A WOMAN WHO IS POPULAR WITH OTHER WOMEN SELDOM IS A REIGNING FAVOURITE WITH MEN.

The Gymkhana Club's third Meeting is to be held on Saturday, June 7. There are seven events on the card, including a Victoria Cross Competition.

During the 48 hours ended yesterday, there were notified 17 cases of plague (14 fatal) and one fatal occurrence of cerebro-spinal fever. All were Chinese.

The s.s. Tung Shing with a shipment of 42,000 piculs of Wuhu rice, arrived at Whampoa yesterday evening at eight o'clock. This shipment of rice will be on sale from May 22.

The body of a fairly well-dressed Chinese was taken out of the Harbour, this morning, just by the Hongkong Star Ferry wharf. The body appeared to have been in the water for about ten hours.

Two men have been arrested by the Police at Bridge Street. They are suspected of being concerned in the recent armed robbery in the goldsmith's shop at Queen's Road West, as a number of gold bangles, chains, etc., were found in their possession.

A thief who had served his time in gaol was arrested after stealing a quantity of clothing and a watch from a woman living in Bulkely Street. A pen-knife which was apparently used to facilitate his entry into houses, was found on him. He was today sent to prison for three months.

An Indian stonecutter was yesterday crushed to death by the falling of a boulder at Chang Lee Island. The deceased in removing a stone, dislodged a boulder which rolled down the slope, crushing him and two other Indians in its course. Severe injuries were sustained by the latter, who have been sent to Hospital. A later report states that another stonecutter, a Chinese was killed in the same accident.

Four Chinese were charged on remand in Mr. R. E. Lindell's Court this morning for not complying with an order of the P.W.D. in respect of certain building operations. Mr. B. Johnson, of Messrs. Denny and Bowler, for the defence, informed the Magistrate that he objected to the attitude of the P.W.D. officials in pressing for a summons against people who were trying to do their utmost to comply with Government regulations. In the present case, his clients since their receipt of P.W.D. notice to do certain work in connection with the building industry, had in compliance expedited their work and it was unfair for the Government to press for a conviction. The summons was adjourned for a week.

## B.A.T. FACTORIES SOLD.

The Central News learns that arrangements have been made by the Imperial Tobacco Company to acquire from the British American Company their Bristol factories.

## COAL OR ASH'S?

Quite a prosperous business is done in cinders by a number of shops at Kreamer Street, Yaumatei. The commodity is collected from ships, and fetches a high price for the dealers, for the coal it sometimes contains. The folks of one shop had taken pains to sort out the untouched coal from the cinders that they collected from time to time, until it amounted to a respectable quantity, about a ton. They loaded it in a truck and were proceeding along Reclamation Street to dispose of it to buyers when a constable came up and began to put awkward questions. Such an amount of coal, considering the source from where it came, could not but arouse suspicions in the mind of the constable that the coal was stolen from a ship under the camouflage of ashes. In order to procure witnesses from the steamer to identify the coal, two Chinese from a shop were charged, before Mr. R. O. Hutchison at the Police Court this morning. Bail was fixed at \$100 and \$50 respectively and the case remanded.

## AN ISLANDER'S DIARY.

## [BY "AJAX"]

Hongkong, when the hot weather sets in, is never exciting and people just make up their minds that the worst season of the year has arrived and all energy is at a discount. Consequently, in this enervating climate, my readers will excuse this scree being somewhat abridged. Hongkong agitators so often cry "Discontent" when there is no discontent that one is apt to regard their ebullitions in this line with a certain degree of scepticism. There are occasions, however, when a real grievance is struck on. I have in mind especially the extortionate ferry charges, prevailing here. Why should they be so high? The excuse of the Star Ferry Company is that the price of coal has been very high. But now that the price of this commodity has gone down and the number of Kowloon residents increased considerably there has been no reduction in the fares. As the Government, in its reply to a question put by the Hon. Mr. Ho Fook, very rightly remarks, "a cheap ferry service is essential" if we are to relieve the congestion in Victoria.

It is apparent that if the local transportation utilities are to continue to give the service which the community requires, a different basis of fare regulation must be reached, and a movement is apparent everywhere looking towards this end. The War Committee's Conference of the Chamber of Commerce of the United States, for instance, has recognised the problem of transportation charges in the U. S. A., as one of the important questions of the readjustment period and has recommended to the parent body that it investigate and report upon the matter of readjustment of relations between the companies and the communities. Tramway and ferry transportation is a community problem to be solved by the community and the Company acting together, and animated by a spirit of civic interest and devotion to public service and having as its objective the establishment of such regulations as will give the public the greatest efficiency, economy and enterprise in the operation of their transportation.

We get plenty of watchwords given to us in Hongkong, if we get little else. Curiously enough, while there are plenty of people led by Mr. Holyoak, ready to bid us Hope (as regards Mr. Stubbs) and while Mr. Pollock (before he became Acting Attorney-General) preached the value of Faith (with regard to Constitutional Reform), no one has yet suggested Charity. Yet Charity is, in reality, the most needed watchword of the three. And the greatest of these is Charity. Well, there is a good deal to be said about Charity. People of a less materialistic bent, who assay a community not according to its trade returns or its powers of administration, place Hongkong at the bottom of the list. Comparisons are said to be odious; they are useful, however, occasionally to point a moral. In Singapore the response to erect a statue to commemorate the rule of Sir John Anderson was immediate and wholehearted. In Hongkong the citizens were requested to band together and contribute what they could to enable a statue to be erected to a capable Governor who had sacrificed his health in improving the Colony and had spent forty years of his life in this place. But has the response been what it should be? Many fail to obtain on earth from their fellows that appreciation which is their just due. Although contemporaries appreciate the man rather than the merit, I may remind the citizens of Hongkong that posterity will regard the merit more than the man. As Scriven puts it, the great bulk of mankind resembles the swine, which in harvest gathers and fatten upon the acorns beneath the oak, but show to the tree which bore them no other thanks than rubbing off its bark, and tearing up the sod around it. Lycurgus, being asked why in his laws he had set down no punishment for ingratitude, answered: "I have left it to the gods to punish!" The Italians have a fine proverb: *Dono molto aspettato e venduto, non donato*, which translated means "a gift long waited for is sold, and not given." Let us hope that this reminder will have a salutary effect. In Hongkong the lack of hard thinking and personal initiative is still the prevailing characteristic.

## HONGKONG MEN IN THE BALKANS.

## WHEN WILL THEY BE BACK?

Now that some of the Kirkee men are back, thoughts naturally turn to those members of the Hongkong General Military Service contingent who went from India to Salonica and were last reported to be in Rumania. With the war as good as finished and the need for fighting men past, the little group of Hongkong men stationed in Balkan territory are anxiously looking forward to a speedy return to civil life in the Colony. But, judging by information from the men themselves, as recently as March the prospects of an early release appeared to be somewhat clouded.

It seems that, in line with the British Army policy everywhere, the Balkan forces have commenced demobilisation, priority being given to men who joined up in 1914 and 1915, as well as to certain "groups," whose occupations are considered essential. This is certainly as it should be. Of the remainder, certain men are due to be retained for some time yet to form the Army of Occupation which it is considered necessary to keep in this part of Europe. Volunteers, it seems, have been asked for and certain inducements held out, but it has had to come to a matter of selection, and the men with the least service are likely to be retained. Regarding the repatriation of Overseas troops, if application is made and meets with the approval of the Repatriation Committee in England, a soldier will be sent to his particular Colony on discharge. At the end of February the Hongkong men in the Balkans learned that the applications they put in a few days previously would have to go to England for approval and be returned before any move under this scheme could be made. The prospect in this particular respect is therefore not over bright. When taking into account a man's length of service, it appears that no count at all is taken of any service the Hongkong men had put in prior to August last when they came under the Army Act, which means that if demobilisation continues to proceed on the lines of long service, the Hongkong contingent may find themselves retained until the last. They feel practically certain of being retained in the Army of Occupation unless their papers are quickly returned from England, and they are ordered to be sent back to Hongkong.

Faced thus with the prospect of further considerable military service, it is inevitable that the men's thoughts should go back to the days when the Bill under which they were claimed was being passed and put into operation. Then they heard of men being strongly claimed by their firms—but sent; of the Colony being unable to spare men just for garrison duty; they were to be sent to fight only; of promises to get them returned as soon as possible; and of many other things which justify them in looking for a little assistance now that they are possibly threatened with longer service. The great general problem the military authorities are faced with is that of keeping men back until the industrial and economic position of England is such as to stand the strain of their release. But the Hongkong contingent's position is the direct contrary, i.e., being held back from businesses that need them. The men feel that the firms in whose employ they have been, ought to make a strong and reasonable appeal for their return, and that the Government, too, owes it to the commercial interests to support a claim for their speedy repatriation. From what we can hear, they have grounds for thinking that unless some exterior pressure is brought to bear, it is extremely probable that the Hongkong men will be left to carry on soldiering long after their services could really be dispensed with, did the authorities know all the facts. If their services are essential, they say they will be more than content to "carry on," but they feel entitled to an assurance of this fact first.

CHINESE LABOUR CORPS. News has been received that the steamer *Talkhybus* has left France with a contingent of the Chinese Labour Corps in the charge of the following officers: Capt. A. K. Brown, Capt. F. McCarty, Lieut. Marahbrook, A. H. Allis, and Lieut. A. L. John and Lieut. P. Carroll, R.A.M.C.

M. Clemenceau is a man of such violent direction that his friends and his enemies are equally violent in what concerns him. Both, however, agree that his personal charm is considerable, and that when he cares to please no one can do it better. At the Peace Conference he is essentially one of the most characteristic figures. He is quick to appreciate special qualities as apart from the usual diplomatic personalities, who are many of them bound to be very much alike. It is related of him that, on one occasion after denying a point strenuously to one of the delegates at the Conference, he turned suddenly to him and said, "Your country shall have it. It is for you. You are a charming man."

## TO-DAY'S MISCELLANY.

The *Peking Daily News* (edited by Chinese) in the course of an editorial article expresses great pleasure that the Rev. Mr. Mowry has been sentenced to six months' imprisonment with hard labour in connection with the movement in Korea. "For the purpose of our jubilation it does not matter so much as the condemnatory expletive of an itinerant white-smith whether Mr. Mowry is guilty or not. We rejoice that he has been found guilty because, whether the verdict be sustained or not, by the time the appeal can be heard, in fact almost before these words are in print, every five-cent Sunday School in America, every tin-roofed tabernacle from California to Carolina, from the Lakes to the Gulf will be having lessons or sermons on the subject. Every missionary society in America will watch the matter with the closest attention, every Church member in the country will be talking about it, every newspaper will be full of it. For the time being, the Peace Conference will fade into insignificance, and the destinies of one American citizen will be of more absorbing interest than the destiny of millions of dollars of indemnity. The arrest and condemnation of an American missionary will be a splendid advertisement for the Korean cause. If the Japanese authorities had been sitting up at nights trying to find a way of advertising their failure in Korea, they could not have devised a better way of doing so than by arresting and condemning Mr. Mowry."

Champions of Greek Latin will receive with a shock the news of the change in entrance requirements at Yale and Princeton; but it is only Yale's action which shakes their position. For some time they have felt that the requirement of Greek or Latin for entrance to the course of study leading to the arts degree was their last ditch. Harvard has been typical of many institutions which allow candidates for the Science degree to present a modern language, but demand one of the two classical tongues from candidates for the B.A. It is simply in this position that Princeton, which has hitherto required both Greek and Latin for entrance to the Arts course, now comes. Hereafter no students need present Greek; those who go in for the Arts course must present Latin, but those who elect the Science course may offer a foreign language. Yale, however, goes so far as to abolish Latin as a prerequisite to study for even the Arts degree. This accords with President Hadley's recent statement, and with various signs showing that a new movement for making entrance requirements less formal is likely to sweep much of the Eastern college world. Perhaps before long Greek and Latin will hold no better position in the East than in the Western States universities. Their supporters will do well to carry the struggle for their maintenance boldly into the high schools, instead of trying to maintain them there through the influence of college requirements.

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## TRAMWAY RETURNS.

The following is the approximate statement of the Hongkong Tramway Company's traffic receipts for the week ending 17th May, 1919:

|            |          |           |
|------------|----------|-----------|
| This Year: | \$12,166 | \$282,221 |
| Last Year: | \$12,085 | \$267,216 |
| Increase:  | \$81     | \$15,005  |



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### LAUNCHING OF "WAR DRIVER."

(Continued from Page 1.)

could get in a shot, or by deep diving where he had no chance of being rammed. In either case by the time he came up to periscope distance again the convoy might, owing to an irregular zigzag, be miles away from him and out of range, or he might find them still heading for him.

One great trouble was to make the masters of ships keep Station. Each ship was supposed to be 400 yards from the next ahead. This was seldom realised for the whole convoy, and I have had, when in this formation, a line of ships five miles in length. And, mind you, this was when I had only 8 destroyers, 4 on each flank, to protect the whole convoy. You can see how utterly impossible it was to guarantee any sort of protection under these conditions. Now, extra speed would have made this a fairly simple matter and one could have kept the ships either, as I will show you; but often, I regret to say, of the men in them who were incapable of seeing the necessity of close order. One day going up Channel I had the oiler Wabasha, a ship that was in here some months ago, torpedoed. Within five minutes I was going 16 knots and I can only state the fact that I was not dropping those 8 knots tramps anything worth speaking of. Now I have told you these things so that you should understand our difficulties, but I would have you know that the great majority were men who honestly did their best, and towards the end of the time when they had attended the classes which were set up at the various ports for instructing them in anti-submarine measures, there is or was a great improvement indeed. Naturally, it was the intelligent men who tried their utmost to carry out orders, and as a rule they were found in the better class ships.

During the war the two services have mixed up so intimately that I hope and feel sure that a far better understanding now exists between the Royal Navy and the Mercantile Marine than ever was the case before. Personally, as you will have gathered, I have had a great deal to do with a large number of Captains of mercantile ships, but it is only the few of the kind I have called attention to, that wants, not to eliminate, but to train up to better things until they are fit to uphold the honour of their flag and their house against all concern and in all seas. Now this is a levelling age and all men are equal or they wish to be so, but the thing that we must try to do is to level up and not down. Now to my point, and the way to do this thing is by providing better accommodation for the Officers and Ships' Companies of all ships. In fact, generally improving the conditions of life at sea. I feel strongly on this point and speak with a hope of doing something for our brothers in the Merchant Service, as I am sure better conditions of life, better accommodation and more consideration than they have hitherto received in ships. (Applause) will lead to better educated men than we now find in some of the ships that are knocking about the ocean.

Now just one more thing about making the ship fit the trade and not the trade the ships. In pre-war days we had the bulk of the carrying trade of the world, but it was seriously menaced by the Germans, and in a few years if there had been no war, I honestly believe that they would have cut in considerably more than we liked. One of the reasons for this was that they made the ship fit the trade. As an example, I will tell you of one

case that came under my own observation some years ago. Commodore Gurner here related how the Germans trading on the Hoogly built their ships especially for the trade with cable wires aft thus saving a great amount of time.

No doubt they were subsidised heavily, but now that we have to build many new ships I feel that, in many instances, a little forethought is all that is necessary to get a perfect machine to work with. Now, ladies and gentlemen, I think I have said all that I have either got or you want me to say and with all good wishes to the "War Driver" in her future life, and to Taikoo Dockyard for all time. I will sit down.

#### OTHER SPEECHES.

His Excellency said: On behalf of the Government, I desire to congratulate the Taikoo Shipbuilding and Engineering Company on having launched their first standard ship, and I wish it every prosperity in the future and ask you all to drink to the continued unceasing success of the Company, coupling the toast with the name of Mr. Reid, who has been responsible, with his excellent staff, for the work which has been done. (Applause).

Replying, Mr. Reid said: I thank you very much, indeed, on behalf of myself and the staff of the dockyard, for your kind expressions. All I have to say is that we have done our very best to give to the world our best by building standard ships. We are only sorry that we are a matter of a year behind the time. We fully intended that the ship should have been ready but our friends the steel manufacturers said "No, we are sorry; we cannot do it." When the material came along, we set to and, I think, we have proved we can build a ship, in Hongkong, in very quick time. Had the material come sooner this ship would have been launched two months earlier. This is very creditable for Chinese labour. I am quite satisfied myself that Chinese labour, backed by a good European staff in this port of Hongkong, will be able to turn out ships as good as can be built in any other part of the world. I hope in a very short time that you will see very much larger ships than the one launched to-day built in this yard. The Commodore had a few things to say about design, but unfortunately we have not the last say in the matter. The owner is the man and he is always looking how much will the ship burn a day. He looks at it for from a very hard-headed common-sense point of view. We all like to have fast ships when coming and going home—but not coming back, but we are entirely in the hands of the owners. There is nothing more I need say, except to thank you again for the kind remarks you have made with regard to the staff. I must also say we are indebted to the superintendents and to the surveyors who have done yeoman service in assisting us to turn out a thoroughly satisfactory job which, I am sure, the owners of the War Driver will find. I thank you again.

#### DESCRIPTION OF THE VESSEL.

The "War Driver" is one of the well-known standard design steamers ordered during the war by the Shipping Controller. The vessel, which is classed under Lloyd's 100-A1, has been built under special survey and is 413 feet overall in length, 52 feet 2 inches beam and 31 feet 2 inches in depth to upper deck. Two complete steel decks are fitted, with steel fore-castle, bridge and poop decks, the latter deck being wood-sheathed. A cellular double bottom for water ballast has been arranged throughout and the peaks are also available for water ballast. Seven watertight bulkheads are fitted in the vessel, forming four cargo holds

### NEW GODOWNS OPENED.

#### FUNCTION AT YAUMATI.

The formal opening of the new godowns at Tai-kok-ssui, erected for the conjoint use of the United Asbestos Oriental Agency, Ltd., and Messrs. S. H. Dodwell and Co., Ltd., who are general managers for the former, took place yesterday afternoon.

Amongst those present were the Hon. Mr. S. H. Dodwell, and Messrs. A. Ritchie, J. W. Graham, W. L. Leask, E. G. Barrett, D. Harvey, H. Taylor and G. R. Edwards.

The building is built on scientific principles and is the most up-to-date structure of its kind on the peninsula. It consists of a ground floor, and is constructed of reinforced concrete and has a storage capacity of 23,000 square feet. Light is provided from cupolas on the roof, thus doing away with the necessity for side windows, and allowing the whole floor to be utilised for storage purposes.

There are special lockers for the storage of more valuable and perishable goods. Large caretaker's quarters are situated in the rear and there is also sufficient space for the erection of additional godowns or for out-door storage purposes. The building faces Yaumati harbour and a special pier is to be built, later on, containing cranes and rails for the easy removal of goods into the godown. The building was erected by Messrs. Lam, Dore and Co., the architect being Mr. W. L. Leask, of Messrs. Leigh and Orange.

After the building had been inspected, the gathering drank to the success of the new building. Mr. J. W. Graham said he could not let the occasion pass without congratulating the two Companies on their fine investment. They had stepped into one of the best available sites, and the godowns would no doubt increase in value as time went on. He hoped soon to see the building filled with saleable goods and as quickly emptied (Applause).

This concluded the ceremony.

#### PRINTERS' HEALTH HOME.

The beneficent work of the Caxton Convalescent Home, at Limsfield, Surrey, for the printing and allied trades last year was happily accomplished with an encouraging balance-sheet for the twelve months, and 1918 was the most successful year in the history of the institution. The patients, whose average stay was 20 days, numbered 223, including 14 discharged soldiers and eight air-raid victims. Several hundred new subscribers, mostly for small amounts, added their names to the list, but still more are needed.

and reserve coal bunker. The cargo hatches, are exceptionally large and suitable for the working of bulky cargo; two steam winches are placed at each hatch, with derricks fitted to table round the mast. The vessel has two steel masts fitted with telescopic topmasts arranged to suit the Manchester Canal Bridges. The accommodation for the captain, officers and engineers is on the bridge deck in a central deckhouse and wing houses. Apprentices are accommodated at the aft end of the bridge 'ween decks. A smoke room for the use of officers and engineers has been fitted up on the bridge deck above the engine skylight. The crew are berthed aft under the poop deck. Electric light is installed throughout the vessel, also a Marconi installation for wireless telegraphy. A steam warping winch is fitted on the forecastle deck for anchors and for warping the vessel, and steam steering gear at the aft end of the casing on the upper deck with control on the navigation bridge. Steam heating has been installed for all midship accommodation and stoves fitted in the crew spaces. Ventilation of the holds and living rooms has been amply provided for. The vessel will carry about 8,100 tons deadweight on 25 feet 1 inch draft, and a speed of 11½ knots on trial is anticipated.

The propelling machinery consists of one set of triple-expansion surface-condensing engines, having cylinders 27, 44 and 73 inches diameter with a stroke of 48 inches. Three single-ended, multitubular Scotch boilers, 15'6" diameter by 11'6" long, will supply steam at 180 lbs pressure, working under Howden's system of forced draft. Auxiliary machinery consists of Weir's food pump, Weir's general donkey pump, Weir's ballast pump and evaporator. The engines and boilers have been constructed entirely by the Taikoo Dockyard & Engineering Company.

### NOTICES.

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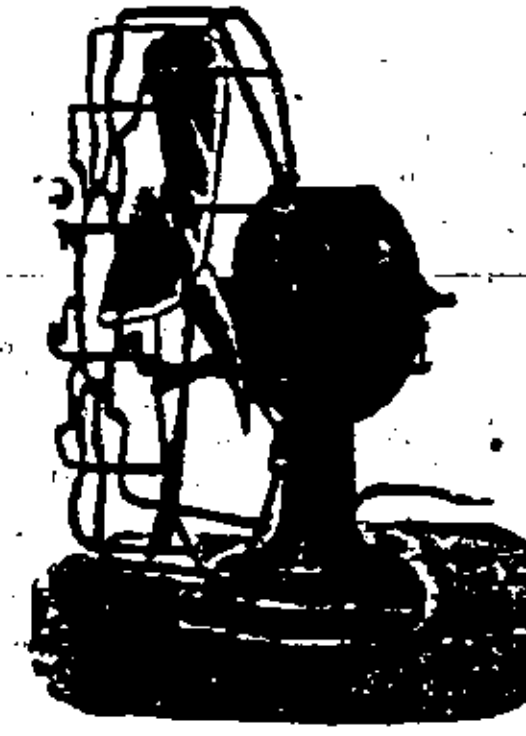
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#### AN AMAZING STATEMENT.

ALLEGED ATTITUDE OF  
JAPAN EARLY IN  
THE WAR.

The New York Tribune publishes a message telegraphed from Washington on March 20, which says:

In an address published in the final edition of The Record of the last Congress, Representative Alvan T. Fuller, of Massachusetts, describes an interview with M. Delannoy, French Ambassador to Japan, and attributes to the Ambassador the statement that Japan was not sincerely pro-Ally, but intended to support Germany until a Japanese mission learned how wholeheartedly America was going into the war.

"My trip across the water was uneventful," he wrote. "I found among my fellow passengers a most delightful person, who was no other than M. Delannoy, the French Ambassador to Japan. I took occasion to ask the Ambassador if, as a result of his observation, the Japanese were sincerely pro-Ally. To this inquiry the Ambassador replied, very definitely, 'No, sir,' and inquired: 'Who in the world thought they were sincerely pro-Ally?'"

Ambassador Delannoy stated to me that the Japanese intended to support Germany, but after their commission visited here and saw how wholeheartedly we were going into the war, they were afraid to do so. Ambassador Delannoy stated that he sailed from Japan to Vancouver, and when the party arrived, and learned the news that Austria had surrendered, the Japanese members of the party were visibly disappointed.

"He likened the Emperor and the military caste of Japan to that of Germany. He said their methods and ideas and ideals were identical with those of Germany."

#### COMPANY REPORT.

COMMERCIAL UNION  
ASSURANCE CO., LTD.

By authority given at an extraordinary meeting of shareholders held on the 4th March last the Directors have applied the sum of £250,000 standing to the credit of the Company's Reserve Accounts in payment of £2 per share, thus making the Shares (£10 nominal) £3 paid.

The capital of the Company is now as follows:—  
Subscribed capital £2,950,000 in 295,000 shares of £10 each £3 paid.

Paid-up capital £285,000.  
The Company's assets as at the 31st December 1917 were £31,801,936 and the annual income exceeded £11,400,000.

#### INFANTILE INDIGESTION.

In babies and very young children indigestion is caused by errors in diet, frequently by over feeding. Its symptoms are loss of appetite, peevishness, wind, vomiting, furred tongue, bad breath, hiccup and restless nights. The best treatment is Baby's Own Tablets, which clear away the offending matter and sweeten the stomach. With proper attention to the diet they effect a prompt cure.

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SAILINGS FOR

| S.S.     | leave Hong-kong about | Due Marseilles about | Due London about |
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| NEURALIA | 28th May, noon        | 30th June            | 8th July         |

FOR BOMBAY.

| S.S.    | leave Hong-kong about | Due Bombay about |
|---------|-----------------------|------------------|
| DILWARA | 23rd May              | 10th June        |

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| EMPRESS OF ASIA   | 12 June.      | 31 June.         |
| EMPRESS OF JAPAN  | 25 June.      | 14 July.         |
| EMPRESS OF RUSSIA | 10 July.      | 28 July.         |
| MONTEAGLE         | 22 July.      | 16 Aug.          |
| EMPRESS OF ASIA   | 7 Aug.        | 25 Aug.          |
| EMPRESS OF JAPAN  | 20 Aug.       | 10 Sept.         |
| EMPRESS OF RUSSIA | 4 Sept.       | 22 Sept.         |
| MONTEAGLE         | 27 Sept.      | 22 Oct.          |
| EMPRESS OF ASIA   | 2 Oct.        | 20 Oct.          |
| EMPRESS OF JAPAN  | 15 Oct.       | 5 Nov.           |
| EMPRESS OF RUSSIA | 30 Oct.       | 17 Nov.          |

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|                                                                               |              |                                   |
|-------------------------------------------------------------------------------|--------------|-----------------------------------|
| SHANGHAI, KORE & YOKO.                                                        | *Mishima M.  | (MON. 9th June at 11 a.m.)        |
| HAMA                                                                          | T. 15,930    |                                   |
| NAGASAKI, KORE & YOKO.                                                        | *Tango Maru  | (FRI. 3rd May at 11 a.m.)         |
| HAMA                                                                          | T. 13,560    |                                   |
|                                                                               | *Nikko Maru  | (SAT. 31st June at 11 a.m.)       |
|                                                                               | T. 9,600     |                                   |
| SHANGHAI & KORE.                                                              |              |                                   |
| LONDON & Antwerp via Suez, Penang, Colombo, Suez and Port Said.               | *Kaga Maru   | (SATUR. 31st May at noon.)        |
|                                                                               | T. 12,300    |                                   |
| MELBOURNE via Manila, Zamboanga, Thursday Is., Townsville, Brisbane & Sydney. | *Aki Maru    | (THURS. 22nd May at 11 a.m.)      |
|                                                                               | T.           |                                   |
| NEW YORK via Japan.                                                           | *Tatsuno M.  | (TUESDAY, 27th May. (Cargo only)) |
|                                                                               | T. 14,930    |                                   |
| BOMBAY via Singapore and Colombo.                                             | *Kirin M.    | (SATUR. 24th May.)                |
|                                                                               | T. 7,760     |                                   |
| CALCUTTA via Singapore, Penang and Rangoon.                                   | *Tenzan Maru | (MONDAY, 19th May)                |
|                                                                               | T.           |                                   |

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| SIBERIA MARU | 24th May, from Yokohama. |
| PERSIA MARU  | 18th June.               |
| KOREA MARU   | 26th June.               |
| YENYO MARU   | 21st July.               |
| NIPPON MARU  | 7th July.                |

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| Steamer    | Leave Hongkong |
|------------|----------------|
| KIYO MARU  | 12th July.     |
| SEIYO MARU | 14th Nov.      |

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### FOR SAN FRANCISCO VIA MANILA

### S.S. "SOERAKARTA"

Will be despatched as above on or about  
May, 31st, 1919.

For freight apply to—  
**JAVA-CHINA-JAPAN-LYN**  
Agents.

## CHINA MAIL S.S. CO. LTD.

### FREIGHT AND PASSENGERS.

### "NANKING" "CHINA"

15,000 tons, American Registry (10,000 tons, American Registry)

SAILINGS FROM HONGKONG FOR

### SAN FRANCISCO

VIA SHANGHAI, JAPAN PORTS & HONOLULU.

|           |                  |
|-----------|------------------|
| "NANKING" | June 14th, 1919. |
| "CHINA"   | July 2nd, 1919.  |

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER, Freight and Passenger Agent.  
Prince's Buildings, Ice House Street. Tel. 1934.

## "ELLERMAN" LINE.

### (ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

### JAPAN, CHINA & STRAITS

TO UNITED KINGDOM AND CONTINENT.

For Steamer Sailing

LONDON & ANTWERP "BASSANO"

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

or to REISS & Co. Canton Hongkong, 10, Apr. 1917.

THE BANK LINE LTD.,  
General Agents.

## SHIPPING NEWS

### JAPANESE SHIPPING DEVELOPMENT

During the great war the Japanese shipping made a tremendous development, and the new services inaugurated by the Japanese ships during the war to foreign ports numbered forty-one lines. But as recently the N.Y.K. cancelled the Japan-Port Said and Port Said-Marseilles lines, the number of lines is now thirty-nine.

### SALE OF JAPANESE STEAMERS.

According to the latest returns to hand, the number of Japanese steamers sold to foreign countries during and since the war is calculated at 184, totaling 390,000 tons, of which 56 ships, totalling 292,754 tons, represent the new steamers and the remaining 128 ships, totalling 99,347 tons, were old steamers.

Below are shown the particulars—

| To      | New ships. | Old ships. |
|---------|------------|------------|
| Britain | 21         | 17         |
| France  | 13         | 43         |
| America | 14         | 2          |
| Norway  | 7          | —          |
| Italy   | —          | 44         |
| Spain   | —          | 3          |
| China   | 1          | 16         |
| Denmark | —          | 1          |
| Russia  | —          | 2          |

## CHEFOO HARBOUR.

Notice is given that the following alterations have been made in the aids to navigation marking the northern entrance to the Inner Harbour (under construction) in Chefoo Harbour—The black buoy (Contractor's No. 1) moored off the northern end of the Breakwater has been discontinued. A black iron trestle structure, exhibiting an occulting white light every 3 seconds, thus—Light 0.5 second, Eclipse 2.5 seconds, has been established on the northern end of the Breakwater (under construction). This light, which is elevated 18 feet above high water, marks the eastern side of the northern entrance to the Inner Harbour. The characteristics of the light exhibited on the red light buoy moored off the eastern end of the Mole (under construction) have been changed, and the light now shown from this buoy is a red light occulting every 3 seconds, thus—Light 0.3 second, Eclipse 2.7 seconds. This buoy, as heretofore, marks the western side of the northern entrance to the Inner Harbour.

## PROTECTION OF BRITISH SHIPPING.

It is reported in the Japanese papers that since the war the Government of India, "abusing the Shipping Control Acts," has been giving extremely bad treatment to Japanese steamers. The British Government, too, is intending to protect British shipping by issuing the Coast Trade Prohibition Laws in Great Britain and the Colonies on all important lines, which are likely to feel foreign competition. There is reason to believe that the British delegates are going to insist on the adoption of this policy at the Peace Conference at Paris. In making these statements the Japanese papers show their customary ignorance of the matters they discuss, for the British Government claims no power of fiscal policy to the self-governing colonies. If these colonies desire to develop a coasting service of their own they are at liberty to keep foreign ships from participation, but they are not very likely to do that. It is the Indian and Crown Colony shipping by which Japanese ships exist and which they may find closed to them if Britain changes her policy. The Japanese papers do not go into details regarding the "extremely bad treatment" Japanese ships receive in Indian ports—which probably means that they do not get the preferential treatment which should be accorded to an Ally, when that Ally is Japan. At the base of these rumors is generally found the fear that the illiberal treatment of foreign shipping in Japan is bound to lead to retaliation abroad. This is further indicated by other rumors and alleged telegrams from India to the effect that a special discrimination will be made against Japanese subsidised lines. To meet this in advance, the Indian subsidy was camouflaged long ago by being allotted to the other runs of the same companies! As for exclusiveness of coasting trade being embodied in the Peace Treaties, that is sheer nonsense. A resolution against such exclusiveness is conceivable, but very unlikely, and in such a matter as this every country will make its own arrangements.

## C. N. C.

### CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For Steamer To Sails

|                                     |          |                     |
|-------------------------------------|----------|---------------------|
| SHANGHAI                            | Sunyang  | 22nd May at noon    |
| SHANGHAI & TSINGTAO                 | Yingchow | 25th May at 6 light |
| SWATOW & BANGKOK                    | Huichow  | 28th May at noon    |
| SHANGHAI                            | Teian    | 31st May at noon    |
| WEIHAIWEI, CHEFOO, N'GHUANG & TTSIN | Huichow  | 18th May at 3 p.m.  |
| SHANGHAI                            | Sunyang  | 29th May at noon    |

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO.

Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (three weekly) and Tientsin (weekly), taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—  
**BUTTERFIELD & SWIRE,**  
Agents.  
Telephone No. 36.  
Hongkong May 20, 1919.

## JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between  
CHINA and JAPAN.

| Steamer   | From  | Expected on or about | Will leave on or about | For      |
|-----------|-------|----------------------|------------------------|----------|
| Tijhoda   | Java  | 17th May             | 21st May               | Java     |
| Tijmanock | Java  | 24th May             | 28th May               | Shanghai |
| Tijhalap  | Java  | 23rd May             | 27th May               | Japan    |
| Tijlwing  | Japan | 30th May             | 31st May               | Java     |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

For particulars of Freight and Passage, apply to the  
**JAVA-CHINA-JAPAN LIJN,**  
York Building.  
Telephone No. 1574.

## DOUGLAS STEAMSHIP CO., LD.

### HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.

(Occupying 9 to 10 days.)

| Steamships. | Captain       | Leaving                  |
|-------------|---------------|--------------------------|
| Hahong      | J. W. Evans   | TUES. 20th May at 1 p.m. |
| Quinnebaug  | J. Medina     | FRI. 23rd May at 10 a.m. |
| Haitan      | A. H. Stewart | TUES. 27th May at 1 p.m. |

Arrivals and Departures from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to  
**Douglas Lapraik & Co.,**  
General Managers.

## INDO-CHINA STEAM NAVIGATION CO., LTD.

Projected Sailings from Hongkong.—(Subject to Alteration).

For Steamer On

|                     |             |                             |
|---------------------|-------------|-----------------------------|
| SHANGHAI via Ningpo | Wosang      | Thurs. 22nd May at d'light. |
| SHANGHAI            | Tungshing   | Fri. 23rd May at d'light.   |
| KOBE                | Kumsang     | Fri. 23rd May at 5 p.m.     |
| TIENTSIN            | Cheongshing | Sat. 24th May at d'light.   |
| SHANGHAI            | Hopsang     | Sat. 24th May at d'light.   |
| MANILA              | Yuehsang    | Mon. 26th May at 3 p.m.     |
| MANILA              | Loongsang   | Fri. 30th May at 3 p.m.     |
| STRAITS & Calcutta  | Fooksang    | Sat. 31st May at 3 p.m.     |
| CALCUTTA            | Loongsang   | Sat. 31st May at 3 p.m.     |

Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Steamers on this line have a limited amount of passenger accommodation, and through tickets can be obtained for Hongkong and Yangtze Ports via Shanghai. Through Bills of Lading are issued to all Northern and Western Ports.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Haiphong when convenient.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having a large accommodation for passengers.

Cargo taken on through Bills of Lading for Kanton, Canton, Loham, Tientsin and Loham Delta TIENTSIN LINE—A regular service is run from March to October between Hongkong and Tientsin calling at Weihaiwei and Chefoo.

Under Straits Government Passport Regulations.

All European Passengers, leaving the Colony for Straits Settlement, are required to produce on arrival at destination passports with their Photographs and description affixed thereto.

For Freight or passage, apply to  
**JARDINE MATHESON & CO., LTD.**  
Telephone No. 215.  
General Managers.

## FOR NEW YORK

## BLUE FUNNEL LINE

### S.S. "EURYBATES"

Will be despatched for NEW YORK Thursday,  
June 5th.

For Freight and further particulars, apply to—  
**BUTTERFIELD & SWIRE**  
Agents.



SHIPPING

O. S. K.

OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.  
LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

"AMUR MARU" 2nd June. (Call Marseilles).

"ANDES MARU" Monday, 14th June.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transshipment at Bombay to Co.'s steamer.

"BURMA MARU" Monday, 26th May.

"GANGES MARU" Saturday, 24th May.

BUENOS AIRES, RIO DE JANEIRO, SANTOS, MAURITIUS, DURBAN AND CAPE TOWN VIA SINGAPORE.

"HAWAII MARU" 15th June.

BOMBAY & COLOMBO—Regular fortnightly service via SPORE.

"BURMA MARU" Monday, 26th May.

"GANGES MARU" Saturday, 24th May.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly Service.

"UNNAN MARU" Sunday, 1st June.

SYDNEY, MELBOURNE—Monthly service calling at AUKE LAND, N. Z. and ADELAIDE.

"NANKIN MARU" Sunday, 1st June.

VICTORIA, VANCOUVER & TACOMA VIA MANILA, KEE-LUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI & YOKOHAMA.

"AFRICA MARU" 22nd May.

HAIPHONG—Three times a month service.

"DAITOKU MARU" Wednesday, 21st May.

KEELUNG, TAKAO VIA SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

TAKAO VIA SWATOW AND AMOY.

"SOSHU MARU" Thursday, 22nd May.

KEELUNG VIA SWATOW AND AMOY.

"KAJO MARU" Sunday, 18th May.

"AMAKUSA MARU" Sunday, 25th May.

JAPAN PORTS—MOJI, KOBE, YAKKAICHI, & YOKOHAMA.

For sailing dates and further particulars please apply to—  
Y. YASUDA, Manager.

Tel. No. 744 and 745

No. 1, Queen's Building.

Y. K. K.

YAMASHITA KISEN KAISHA.

(THE YAMASHITA STEAMSHIP CO., LTD.)

NANYO MARU No. 1

NANYO MARU No. 2

NANYO MARU No. 3

SODEGAURA MARU.

KYODO MARU No. 13

TAMON MARU No. 1

ASOSAN MARU.

CHEIAN MARU.

REGULAR SERVICE FOR  
FREIGHT BETWEEN

HONGKONG,

BANGKOK

and/or

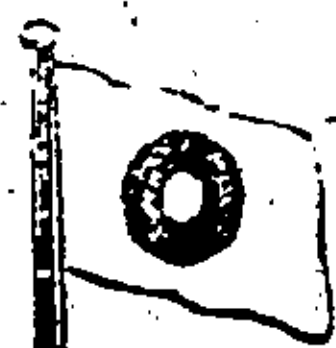
SINGAPORE.

For Particulars Please Apply to—

M. KOBAYASHI, Agent.

Tel. No. 149 & 155.

Top Floor, King's Building.



KUHARA SHOJI KAISHA, LTD.

KUHARA TRADING CO., LTD.

(Shipping Department).

HEAD OFFICE (KOBE).

Branches and Representatives:—

TOKIO, OSAKA, LONDON, NEW YORK, PARIS, BOMBAY, PORT SAID, DALLAO, HAVANA, BOMBAY, CALCUTTA, COLOMBO, SINGAPORE, TAWAO, BANGKOK, SAIGON, VLADIVOSTOK, SHANGHAI and TAIPEI.

Taking Cargo on through Bills of Lading to Pacific Coast, Japan, China, India, Java, North and South America, also to Mediterranean.

SUBJECT TO ALTERATION WITHOUT NOTICE.

For further particulars apply to—

CHU KYOKU TRADING Co.,

M. HASHIMOTO,

General Agents.

Telephone No. 2108.

THE ADMIRAL LINE.

PACIFIC STEAMSHIP CO.

TRANS-PACIFIC FREIGHT SERVICE.

The following  
U. S. Shipping Board Steamers  
will be despatched for

SEATTLE, PORTLAND, VANCOUVER AND  
SAN FRANCISCO.

"WESTERN KNIGHT" About June 15th.  
"WEST MUNHAM" " 25th.  
"WEST HEMATITE" " Aug. 10th.  
"WEST CELINA" " 15th.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO

THE ADMIRAL LINE

JOHN J. GORMAN, GENERAL AGENT,  
Telephones 2477 & 2478. 5th Floor, Hotel Mansions.

SHIPPING

THE DOLLAR S. S. LINE.

SAILINGS FROM HONGKONG FOR

VANCOUVER

via MANILA & SHANGHAI

STEAMERS SAILING DATE  
"HAROLD DOLLAR" ... about May, 22nd.  
"BESSIE DOLLAR" ... about June, 24th

Through Bills of Lading issued to all parts of United States or Canada

For particulars for freight apply to—

THE ROBERT DOLLAR Co.

GENERAL POST OFFICE BUILDING

TEL. 795.

THIRD FLOOR

793.

VESSELS LOADING AND TO LOAD.

| Destination | Vessel's Name | For Freight Apply To | To be Despatched. |
|-------------|---------------|----------------------|-------------------|
|-------------|---------------|----------------------|-------------------|

JAPAN AND COAST PORTS.

|                             |            |          |          |
|-----------------------------|------------|----------|----------|
| Java                        | Tjibodas   | J.C.J.L. | 21, May  |
| Haiphong                    | Daitoku M. | O.S.K.   | 21, May  |
| Shanghai via Ningpo         | Wosang     | J.M.Co.  | 22, May  |
| Shanghai                    | Suiyang    | B. & S.  | 22, May  |
| Kobe                        | Kumsang    | J.M.Co.  | 23, May  |
| Shanghai                    | Tungshing  | J.M.Co.  | 23, May  |
| Shanghai                    | Tjimanock  | J.C.J.L. | 24, May  |
| Genoa                       | Ganges M.  | O.S.K.   | 24, May  |
| Bombay via Ports            | Kiria M.   | N.Y.K.   | 24, May  |
| Shanghai                    | Hopsang    | J.M.Co.  | 24, May  |
| Shanghai and Tsingtao       | Yingchow   | B. & S.  | 24, May  |
| Manila                      | Yuenang    | J.M.Co.  | 25, May  |
| Bombay via Ports            | Burma      | O.S.K.   | 25, May  |
| Japan Ports                 | Siam M.    | O.S.K.   | 25, May  |
| Swatow and Bangkok          | Hupoh      | B. & S.  | 25, May  |
| Shanghai                    | Teon       | B. & S.  | 27, May  |
| Swatow, Amoy and Foochow    | Haitan     | D.L.Co.  | 27, May  |
| Japan                       | Tillatjap  | J.C.J.L. | 28, May  |
| Shanghai                    | Sunning    | B. & S.  | 29, May  |
| Manila                      | Longsang   | J.M.Co.  | 30, May  |
| Straits and Calcutta        | Focksant   | J.M.Co.  | 31, May  |
| Shanghai, Kobe and Yokohama | Mishima M. | N.Y.K.   | 9, June  |
| Nagasaki, Kobe and Yokohama | Nikko M.   | N.Y.K.   | 21, June |

CONSIGNEES.

PACIFIC MAIL S.S. CO., LTD.

NOTICE TO CONSIGNEES.

S.S. "COLOMBIA"

From SAN FRANCISCO,  
HONOLULU, JAPAN PORTS,  
SHANGHAI & MANILA.

The above mentioned vessel having arrived from the above mentioned Ports, Consignees of cargo are hereby informed that their cargo will be landed at their risk into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co. Ltd., and stored at consignees' risk.

Consignees of cargo are hereby notified that they must produce an Import Permit signed by the Superintendent of the Imports and Exports, Hongkong, before bills of lading can be countersigned.

All broken, chafed and damaged goods are to be left in the Godowns where they will be examined on May 19th at 10 o'clock.

All claims must be presented with a month of the steamer's arrival here, after which they cannot be recognized.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after May 21st, will be subject to rent.

No Fire Insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

PACIFIC MAIL S.S. CO.

Alexandra Buildings.

Hongkong, 14th May, 1919.

TIDE TABLE.

\*from 19th May to 25th May.

| Day    | Time  | High Water | Low Water |
|--------|-------|------------|-----------|
| May 19 | 10.15 | 1.2        | 0.8       |
| May 20 | 11.15 | 1.5        | 1.1       |
| May 21 | 12.15 | 1.8        | 1.4       |
| May 22 | 13.15 | 2.1        | 1.7       |
| May 23 | 14.15 | 2.4        | 2.0       |
| May 24 | 15.15 | 2.7        | 2.3       |
| May 25 | 16.15 | 3.0        | 2.6       |

in morning & afternoon

CONSIGNEES.

NOTICE TO CONSIGNEES.

H TOYO KISEN KAISHA.

THE Steamship

"SHINYO MARU"

Steamer arrived from SAN FRANCISCO, HONOLULU, JAPAN PORTS and MANILA, Thursday May 16th.

Consignees of cargo are hereby notified to present their bills of lading for countersignature and take immediate delivery from alongside steamer or the company's godown, where all cargo impeding immediate discharge will be landed at consignees' risk.

Storage charges will be assessed on cargo remaining undelivered on and after Thursday, May 23rd.

All broken, chafed and damaged packages will be landed into the company's godown, where same will be examined on Monday, May 19th, at 10 A.M.

No claims will be recognized after the goods have left the steamer or godown and none will be entertained if presented later than three weeks after arrival of steamer.

No fire insurance whatever will be effected.

T. TAIGO,

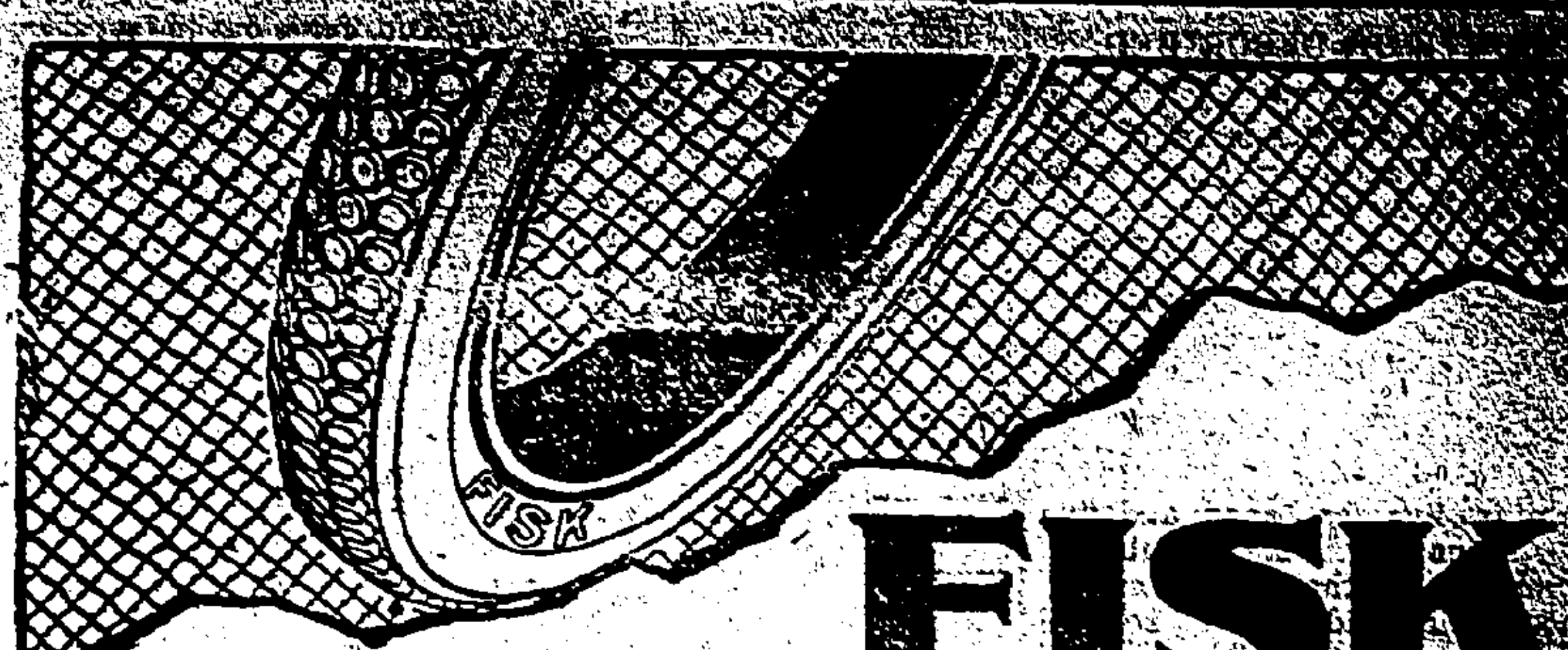
Manager.

Hongkong, 15th May, 1919.

CAPTAIN BOTHA'S MARRIAGE.

Captain Louis Botha, M.C., eldest son of General Louis Botha, and A.D.C. to Sir Douglas Haig, was married recently at Diden Church, Hampshire, to Miss Agnes Evelyn Flora Macdonald, third daughter of Mr. and Mrs. Alexander Macdonald, of Ipley Manor, Marchwood. General Botha was among those present, and signed the register. As the couple left the church daffodils and primroses were strewn in their path, and an aeroplane circling overhead dropped greetings. Later, Captain and Mrs. Botha left for Scotland for the honeymoon.

SHIPPING



FISK  
NON-SKIDS

FOR PRICES

AND PARTICULARS

Apply to

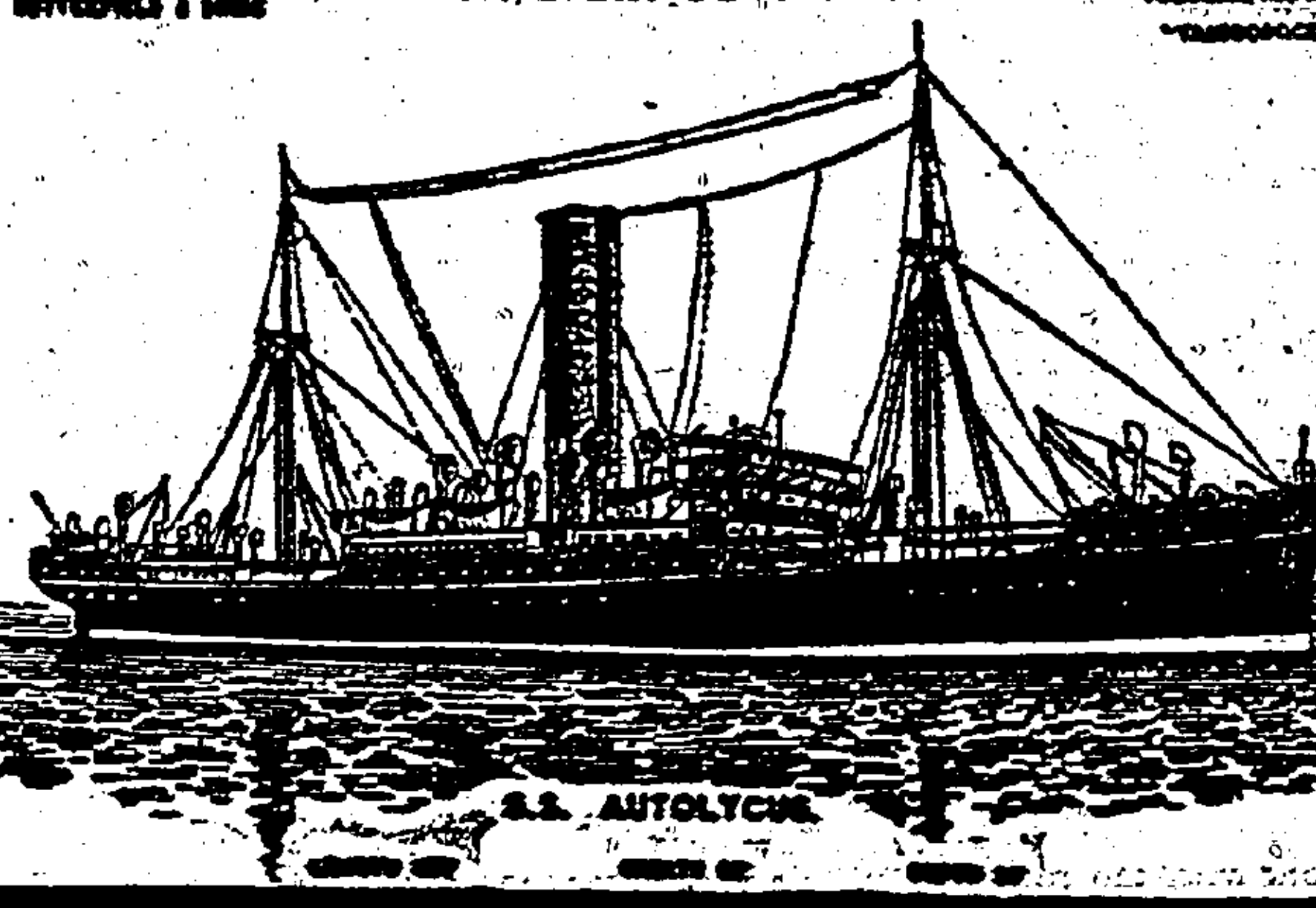
SHEWAN TOMES & CO.

TEL. 659 & 781.



THE  
Taikoo Dockyard and Engineering Co.  
of Hongkong Ltd.

BUILDERS OF SHIPS & ENGINES  
OF EVERY DESCRIPTION



UNCLAIMED TELEGRAMS.

The Great Northern Telegraph  
Company, Ltd.

The following Unclaimed Telegrams are lying here:—

Masakata Nakano, c/o N. Y. K. King's Building, from Tokio.  
Satahakupan Hee Mingkee West Camp, from Tokio.  
Winghingloo, from Kobe.  
Chahsang, from Kobe.  
Ashang, from San Francisco  
Yanlingloong Central, from Yokohama.

Chiammeisang Chungfung, from Shanghai.  
Paul Loving, Passenger Tenyo Maru, from Yokohama.  
Gallo, American Consul, from Kobe.  
Hingwui, from Shanghai.  
Liyemtsi, No. 28, Yilitain Street, from Peking.  
Burtenshaw, from New York.  
Harry Hien, a.s. Empress of Russia, from Southbeching.  
Laing, from New York.  
Harchi, from San Francisco.  
Taiforshingtal, from Dairen.  
Boshois, from New York.

T. KIWING,

Act. Superintendent.

Hongkong, May 16, 1919.

MOVEMENTS OF  
STEAMERS.

The American & Manchuria Line a.s. TITAREOM left New York for Hongkong, Manila and Singapore on the 4th March, and may be expected to arrive at this port on the 20th May.

The R. M. S. EMPRESS OF ASIA arrived Yokohama 12th May, and is due at Hongkong 23rd May.

The R. M. S. EMPRESS OF ASIA sailed from Shanghai May 17th, and is due Manila May 20th.

The P. & O. a.s. DILWARA left Shanghai for this Port on the 19th instant, with the homeward English Mail, and is due here on the 22nd instant at about 10 a.m.

Eastern Extension Australasia & China Telegraph Co.

List of Unclaimed Telegrams lying in the E. E. Telegraph Office at Hongkong:—

Ashang, from San Francisco.  
J. Voorendank c/o Dutch Consulate, from Sgravenheage.  
Maski, Carlon Hotel, from Manila.

J. GORMAN,

Superintendent.

Hongkong, May 15, 1919.

WATER RETURN.

Level and Storage of water in Reservoirs on May 1, 1919

CITY AND HILL DISTRICT WATER WORKS LEVEL

WORKS LEVEL

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

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## THE MANILA OLYMPIAD.

### CONTESTS DESCRIBED.

The following accounts of the Olympic Games are taken from *Manila Daily Bulletin*.

#### FIRST DAY.

The Filipinos broke about even on the day's activities. They more than held their own in the track and field trials, qualifying twenty men for the finals in the dashes, hurdles and the 440 as against five for Japan and five for China in the same number of events. In the afternoon the home talent did not fare so well for the reason that China stepped out and won the first basketball game and likewise annexed the first football match. The Filipinos had to be content with winning volleyball, which was considerable satisfaction in itself because this is an event which China was figuring on walking away with. Tennis was between China and Japan in which Japan with the veteran Mikami competing emerged without defeat in two matches. He successfully defeated both of China's representatives.

#### VOLLEYBALL.

The first match of the volleyball series went to the Filipinos. It was the greatest exhibition of volleyball ever staged in Manila. The first game ended 21 to 20 while the second was equally as close, ending 21 to 16. The net play of both teams was of the highest class, the Chinese players excelling in hard driving. Time and again almost sure kills were miraculously recovered and turned into point or side out.

#### BASKETBALL.

China came through with the biggest surprise of the day when the Chinese quintette put up a most game exhibition, finally winning 1 out after an extra five minutes had to be played in order to break a tie. China opened up with fast and accurate team work and brilliant shooting which soon put them in the lead. Men Kuang Li, the stocky little forward of the visitors, was the hero of the game, negotiating five field goals. He made three of these in the first half from as many tries for the basket. With the score standing 20 to 19 in favour of the Filipinos about five minutes before the end of the half, China evened up the count with a four goal. A moment later they made a basket which put them two points to the good. As the half drew nearer and nearer completion and no scores made, it began to look as if China was going to win by a two point margin. But in the last minute of play E. Quintano sneaked up under the basket and put the ball through. The whistle blew with the score a tie. An extra five minutes had to be played to break the tie. China got away for two beautiful baskets while the Filipinos had to be content with nothing. Final score, 26 to 22.

#### TENNIS.

With the veteran Mikami doing stellar work with the racket Japan gained an edge on China by defeating both of China's entries. The result of the day's play gave China one win and Japan three. Mikami defeated Ng Sze Kwong, China's star racket wielder, two out of three sets. Kwong did well while he was fresh, taking the first set 6-3. In the second it was evident that he was tiring it easy, saving his waning energy for the last set. He lost the second set 6-1. The third and final set was the hardest fought. Kwong took the lead at the start, but not for long. With uncanny accuracy Mikami placed, smashed and cross-fired himself to a 6-3 victory.

The Japanese entry, Nomura, brought another victory to Japan when he easily defeated Choa Man Ping in two love sets. Nomura showed at his best in this match. Not so brilliant as his team mate, nevertheless he played very good tennis. He had to bow to defeat when he tackled Kwong in the second match. Kwong took two straight sets in easy fashion 6-3 and 6-2. Mikami finished the day's play by defeating Chao 6-1, 6-0.

#### SECOND DAY.

The track and field final events run off at Wallace field yesterday afternoon were the feature of the day's Olympic events. Taking first place in every one of the final events scheduled with the exception of the 880 yards run, the Filipinos practically clinched the track meet. It was the best meet ever pulled off in connection with a Far Eastern Olympiad so far as performance records were concerned. Out of the eight events which were pulled off four new records were established. Three of these were set by Filipinos.

## MORE DISAPPOINTED PASSENGERS.

### ANOTHER LINER NOW REQUISITIONED.

The United States Government has requisitioned the China Mail Steamship Co.'s liner Nanking for the conveyance of troops from Vladivostok to San Francisco, and all passenger and freight bookings made for the sailing of this vessel on June 14th have therefore been cancelled under instructions from the U. S. Government.

The vessel was expected to sail from San Francisco on May 10th, omitting call at Honolulu outward, and arriving in Hongkong on June 3rd, whence she will be dispatched on June 4th direct for Vladivostok and from there straight across to America. Passengers who have paid deposits to secure their reservations by the June sailing of the Nanking may secure refund upon application to the local offices of the Company.

The other was registered by Japan.

#### TRACK EVENTS.

China had their innings in the dash throw, capturing second and third in this event. Alvarez got first. Only two throws over the century mark were registered. Alvarez won the event with a heave of 135 feet 8 inches. Tu Jung Tang was not very far behind with 103 feet 2 inches. Mang Chi Mao earned third place. The contestants seemed to have an off day in this event, as the coaches all claimed that their charges were capable of better marks than those which were made.

Just to show that they still had lots of speed left the Philippines relay team wild in the 380, finishing yards in advance of China. The fourth record of the day was hung up when this event was over. The distance was covered in the marvellously fast time of 1 minute 33 and 1/5 seconds. Japan withdrew from this event because of illness of one of the runners. Danao, Quidilla, Machan and Catalan were the boys who hung up the new record. The former Far Eastern record was made in 1915 at Shanghai in 1 minute 36 3/5 seconds, also by a P. I. team.

#### VOLLEY BALL.

The second game of the volleyball tourney of the Fourth Far Eastern games was won by China after a three set battle full of excitement and good playing. The first set went to the Filipinos to the tune of 21 to 14. The second set was a different affair. The Chinese began with terrific serving and hard killing. Every drive and every kill did some damage for the local lads. The Chinese boys displayed splendid team work at this time. The Filipinos went up in the air at this time trying to kill the pill instead of passing it to the centre. The score of the second game was 21 to 14 in favour of the visitors.

With a victory for each, a third set was necessary. Ng, China's first server, came with fire in his eyes, and with the good support of the stoppers coupled with splendid killing of Kwok, Cheung and Hoh, the score was soon 0 to 0, thus putting the game away on ice for the visitors. Every time China came to serve points were made. In the first game a side act was common. This set lasted only twelve minutes and the final score was 21 to 2. Thus China journeyed home with the unexpected victory in their favour.

#### CHINA DEFAULTS IN TENNIS MATCHES.

Because of non-appearance of the Chinese tennis stars yesterday, the Philippines singles team won their matches by default. No definite reason for China's failure to play could be learned last night. In place of the regular matches the Filipinos and the Japanese entries staged two exhibition matches.

#### BASKET BALL.

The tables were turned in yesterday's basketball game between China and the Philippines. Rabaya, the old centre of the P. I. contingent in the basketball department, right at the beginning garnered a beautiful shot from the centre of the field which made the crowd howl for some minutes. Wong, China's centre, was well guarded by Rabaya who did not lose any time in following his opponent for the basket. While this was true of the two centre this was not the case of the two forwards, who netted China 6 points. Kuo and Meng were the stars for China. This score was 13 to 6 at the end of the second half with the Philippines leading.

After the first match, China rushed and displayed much better passing. Wang, who relieved Kuo, came out in fast style shooting two field goals which made the noisy crowd stop for some minutes. In this set it was Bunsen and Jovito who made the most points. At the termination of the half the score was 20 to 13 in favour of the Philippines, the total score being 33 to 19.

#### THIRD DAY.

After two sets of strenuous killing, tossing and smashing, the volleyball tossers from China had to accept defeat at the hands of the P. I. sixteen yesterday in the third game of the volleyball tournament in connection with the Far Eastern Games. With the Chinese starting like a house on fire it really looked as if they would win the match. With Tam, Ho, and Ko performing accurate tricks and timely smashes, and with the score of 20 to 10 in their favour, every one of the crowd thought that the local lads would before the second time succumb before the visitors. But the Philippine team was there determined to win and the Chinese were held at bay. The final score was 20 to 21 in the Filipino's favour.

#### TRACK EVENTS.

As was anticipated, Japan and China had it all their own way in the mile run. Chang Ta Ping set a difficult pace to follow in the first three laps which only the two Japanese runners were able to assimilate. The result was that the Chinese entry tired perceptibly in the last quarter. Ikuta and Tabu of Japan both passing him. The race for the tape then developed between the two Japanese entries, Ikuta nailing his team-mate out in the last five yards by a couple of feet. The time was very fast, the watches catching it at 4 minutes and 52 seconds.

A great contest developed in the high jump. The Chinese entries, Leung Chung Kan and Shih Chao Han, made great efforts for first honours in this event, but Ico surprised himself, his coaches and everybody else by winning the first honors with a record leap of 5 feet 7 and 3/4 inches. Leung took second and Shih third. Some very pretty jumping was displayed, the Chinese athletes showing very good form.

#### FOOTBALL.

The Philippines' football players saved the day by beating the Chinese eleven in yesterday's important game of the Far Eastern meet. The local players started with determination to win. Very early in the first half Virgilio Lobregat delivered a clean shot to Lau Hing Chang's door, the latter missing the ball on account of its speed. Wong Pak Chung started for the visitors by carrying the ball near the opponent's goal and shooting it several times but missed the goal time and again. A few minutes before the termination of the half, Marco placed another timely kick which went through China's goal. The score was 2 to 0 at the end of the first half.

The second half found the Chinese with more dangerous kicks and tricks, learning that the Filipinos could play in the previous half. An Kit Sang, the star forward of the Chinese contingent, was there every time with the pill, and it was he who after several minutes of fast playing and heady passing, aided by the superb passing of Kwok Po Kang, kicked a beautiful one from the right corner which made a goal for their side. Llamas and Marco maintained their lead in the field trying to add more damage for their opponents, but Fung Tai, the star full back, never missed any time and the ball was either turned back or put outside. Five minutes before the termination of the half, the Chinese displayed their all and it looked as if they were going to even up affairs. Had not Loyzaga pushed out the ball with his head, the score would have been a tie. The final score was 3-1 in favour of the P. I. eleven.

#### CANTON CITY REFORM.

With the demolition of the old city walls the present and future improvements of the city of Canton is assured, and it will make it an up-to-date city with modern transportation facilities, for instance the tramway system, with parks and markets for the pleasure and convenience of the public. All of these are due to the organisation of the Municipality. There is, of course, much opposition from the householders when it comes for their turn to have their houses demolished.

## TODAY'S SHARE QUOTATIONS.

### OFFICIAL PRICES.

| Banks.                       |                        |
|------------------------------|------------------------|
| H.K. & S. Banks              | h. \$670 sa. 665       |
| Marine Insurances.           |                        |
| Cantons                      | s. \$485               |
| North China                  | b. \$330               |
| Unions                       | s. \$1104              |
| Yangtzes                     | b. \$232               |
| Far Easterns                 | n. \$ 26               |
| Fire Insurances.             |                        |
| China Fire                   | n. \$160               |
| H. K. Fire                   | b. \$325               |
| Shipping.                    |                        |
| Douglases                    | b. \$ 83 1/2           |
| Steamboats                   | b. 23 1/2              |
| Indos (Pref.)                | n. \$ 32               |
| Indos (Def.)                 | b. 150                 |
| Shells                       | b. 195/-               |
| Ferries                      | n. \$ 37               |
| Refineries.                  |                        |
| Sugars                       | n. \$159               |
| Malabons                     | b. \$ 34               |
| Mining.                      |                        |
| Kailans                      | b. ex. div. 49/-       |
| Langkats Combined            | sa. t. 19 1/4          |
| Shanghai Loans               | sa. t. 19 1/4          |
| Shai Explorations            | n. 2 1/4               |
| Ranbs                        | n. 41/-                |
| Tronohs                      | n. 38 1/2              |
| Urals                        | n. 38 1/2              |
| Docks, Wharves, Godowns, &c. |                        |
| H.K. Wharves                 | n. 94 1/2              |
| K. Docks                     | n. \$152 1/2           |
| Shai Docks                   | b. \$127               |
| N. Engineerings              | n. \$ 24               |
| Lands, Hotels & Buildings.   |                        |
| Centrals                     | b. \$109               |
| H.K. Hotels                  | n. \$100               |
| Land Invest.                 | b. \$110 sa. 110 1/2   |
| H. phreys Est.               | n. \$8.15              |
| K. loon Lands                | b. \$45                |
| L. Reclamations              | n. \$175               |
| West Points                  | b. \$72                |
| Cotton Mills.                |                        |
| Ewos                         | sa. t. 230             |
| Kung Yiks                    | b. t. 34               |
| Lau Kung Mows                | b. t. 170              |
| Orientalis                   | b. t. 85               |
| Shai Cottons                 | b. t. 173              |
| Yangtzepeeps                 | b. t. 11               |
| Miscellaneous.               |                        |
| Green Islands                | n. \$ 7 1/2            |
| China Boraxos                | n. \$12 1/2            |
| China Lights                 | b. \$5 old b. 1.05 new |
| China Providents             | b. \$ 7 1/2            |
| Dairy Farms                  | n. \$30                |
| H. K. Electrics              | n. ex. div. \$75       |
| Macao Electrics              | n. \$33 1/2            |
| Ropes                        | b. \$31 1/2            |
| Trams, Low Level             | n. \$7                 |
| T. m. Peak, old              | b. \$8 1/2             |
| Trams, P. k. new             | b. cts. 85             |
| Laundries                    | b. \$ 3 1/2            |
| Steel Foundries              | n. \$12                |
| U. Waterboats                | n. \$13 1/2            |
| Watsons                      | b. \$ 6                |
| Wm. Fowells                  | b. \$11 1/2            |
| Wiseman's                    | n. \$30                |

Hongkong, May 20, 1919.

## HONGKONG JUNIOR TENNIS LEAGUE.

### TO BE CONTINUED THIS SEASON.

A meeting of the above League was held at the Hongkong Cricket Club Pavilion yesterday evening, to decide whether the League should be continued during the present season.

Mr. J. H. Mead presided and the Clubs concerned were represented.

The Chairman said that as the Junior League was only started last year, it would be a pity to let it fall through. Although there was the Shield presented by Dr. Forsyth to play for, the League was primarily formed to give the young players some interesting tennis during the year, and to get them in form for the time when they could take their place in the Hongkong Tennis League.

After some discussion, Mr. Mohler proposed, and Mr. McCormack seconded, that the League be continued, and the motion was carried without dissent.

The following Clubs signified their intention of entering teams. Civil Service, Taikoo Recreation, 88th Co. R.G.A., Kowloon Cricket Club (C), Chinese Y.M.C.A., Club de Recreio (A and B teams).

Regret was expressed that the present holders of the shield, the Chinese Recreation Club, had not entered but it was hoped they might be induced to do so.

A rule as to eligibility in this League was then discussed, and it was decided that "No Member who played in the A' Division of the Hongkong Tennis last season or who has played in more than two matches in the same League this year, is eligible to play in the Junior League."

The following Committee for the Season was elected—J. H. Mead, T. McCormack, and H. J. Hennessy, Hon. Sec. and Treasurer.

A vote of thanks to the retiring Hon. Sec., Mr. F. M. Mohler, concluded the business of the meeting.

## TODAY'S ADVERTISEMENTS.

### NOTICE.

#### IMPORTS AND EXPORTS DEPARTMENT.

EMPIRE DAY.  
NOTICE—This Department will be open for all purposes till noon on Saturday the 24th May. Licensed Warehouses will be entirely closed on that day.

(Sd.) D. W. TRATMAN.  
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C. BERNARD BROWN.  
Liquidator.

### HONGKONG

#### HORTICULTURAL SOCIETY.

The Annual General Meeting of the Members of the above Society will be held on Thursday 5th June at 5.15 p.m. in the Hon. Secretary's Office 1B Chater Road (Hongkong Club Annex).

Agenda: (1) To receive and pass the Committee's Report and Statement of Accounts, (2) Election of Officers and new Committee for ensuing year.

H. B. L. DOWBIGGIN.  
Hon. Secretary.  
Hongkong, 20th May, 1919.

### WANTED.

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GARRISON TENNIS LEAGUE.

The Garrison Tennis League table to date is as follows:

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|-------------------|---------------|
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| Manchester Regt.  | 3 2 1 4       |
| R.A.M.C. 'A'      | 3 2 1 4       |
| R.A.O.C.          | 3 2 1 4       |
| R.E.              | 2 2 0 4       |
| 88 Co. R.G.A. 'A' | 3 1 2 2       |
| 88 Co. R.G.A. 'B' | 3 0 3 0       |
| 87 Co. R.G.A.     | 2 0 2 0       |
| R.A.M.C. 'B'      | 2 0 2 0       |
| 83 Co. R.G.A. 'B' | 0 0 0 0       |

## NOTICES.

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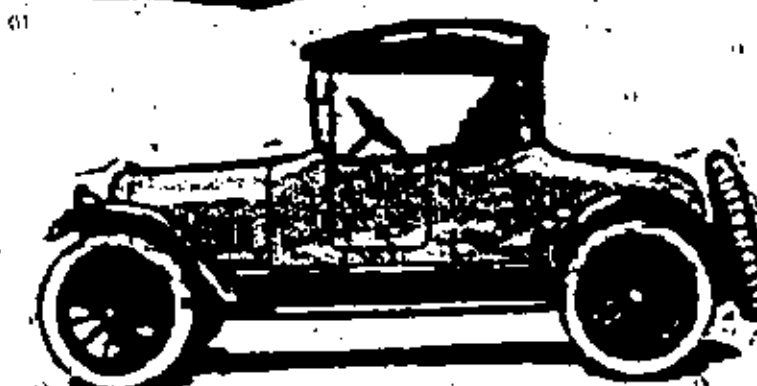
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## THE EVE OF WAR.

## WHERE RUSSIA STOOD.

Stockholm, February 5.—The former Russian Minister of War, Gen. Sukhomlinoff, who was sentenced a year ago to life-long imprisonment for high treason, but was amnestied by the Soviet Government in May, is now in Finland. At his trial Sukhomlinoff gave evidence as to the Russian mobilization measures which, according to Germany's claim, precipitated the war. He has now made a fresh and more precise statement to the Helsingfors *Hufvudstadsbladet*, in which he confirms his evidence as to the effect of Nicholas II's irresolution; but insists that Russia did not order a general mobilization before the German ultimatum was received. She ordered only mobilization of the four military districts directed against Austria-Hungary.

Sukhomlinoff's statement is summarized by the *Hufvudstadsbladet* as follows:

"Our discussion as to the beginning of the war was introduced by a general explanation from Sukhomlinoff as to the nature and significance of mobilization. As a rule—so his words may be summarized—people in this matter confuse two different things: that is, mobilization itself and making ready for mobilization, or the pre-mobilization period. Mobilization is a mighty movement of men, a mighty apparatus which it is hard to stop once it is set going. Mobilization is like the wind; you can protect yourself against the wind, but you cannot stop it blowing. But making ready for mobilization merely means that every man shall be in his place; it means that mobilization may take place, so that all must be ready; persons on leave must return; and no new leaves are to be granted.

"What happened, now, when Russia's Minister in Vienna, Giers, telegraphed that the Austro-Hungarian Army had been mobilized for the punitive expedition against Serbia? Well, we mobilized the four military districts which lie against Austria-Hungary's frontier, and the whole of the rest of the Russian Army was set in a state of readiness for mobilization. 'I assume,' said Sukhomlinoff, 'that people in Berlin did not clearly distinguish between the mobilization of merely four military districts and the making ready for mobilization of the rest of the Russian Army, for on the evening of this day after these measures were taken was received Kaiser Wilhelm's telegram demanding the counter-mobilization of the mobilization.'

"At midnight Sukhomlinoff had a conversation with Nicholas II, which was decisive for the outbreak of the world war. The Czar, who was then under the impression of the Kaiser's telegram, ordered Sukhomlinoff to 'stop the mobilization.' Sukhomlinoff explained that 'stopping' the mobilization was a technical impossibility—mobilization could not be stopped, but must be countermanded. To Sukhomlinoff's question whether the Emperor would 'countermand' the mobilization of the four military districts at the Austro-Hungarian frontier, Nicholas answered 'No—but stop' the mobilization.

"In order to make still more precise Sukhomlinoff's story of the birth-hour of the war, we give the Russian terms which he used 'stop' was expressed with the word 'priostanoviti,' while 'countermand' corresponds to the term 'otmeniti,' which terms Sukhomlinoff himself translated into German as 'abbehalten,' 'absagen.' "As Nicholas II could not be induced to give a clear order, Sukhomlinoff told the Czar to call up the Chief of the General Staff, Januschkevitch, and ask him whether mobilization could be stopped. Sukhomlinoff did not consider himself authorized to take any steps because he had not received any order to 'countermand' the mobilization.

"Between two and three o'clock on the historic night when Europe's fate was being decided, Januschkevitch called up Sukhomlinoff and asked: 'What shall I do?'

"Sukhomlinoff answered: 'You are the last person who has spoken with the Emperor—do as he ordered you!'

"Sukhomlinoff then learned that Nicholas II had given Januschkevitch the same indefinite directions: to 'stop' the mobilization, but not to 'countermand' it. As in this technical matter Januschkevitch held the same opinion as Sukhomlinoff, that is, that mobilization once begun could not be stopped, he also was not willing to do anything. Therefore Sukhomlinoff and Januschkevitch decided, each for himself, and both together, to ignore the Czar's order because they considered the expression of it unsatisfactory.

"At one o'clock on the following day was received a telegram from Russia's Ambassador in Berlin, Sverbeff, that Germany had ordered complete mobilization. The world war had broken out."

The interviewer asked Sukhomlinoff why, in view of the Czar's obvious good intentions, he had not interpreted 'stop' as meaning 'countermand.' Sukhomlinoff answered, 'If when it is once under way mobilization is countermanded, the resulting disorder is so great that it would be impossible to mobilize again within two months.'

Dealing with the outcome of the campaign, Sukhomlinoff ascribed the Russian defeats to failings of the Grand Duke Nicholas Nicolaievitch, the commander-in-chief.

"As far as I had insight into the Russian court's intrigues during the world war," said Sukhomlinoff, "Nicholas Nicolaievitch was our evil genius. It was not enough for him to fool away the whole campaign, but he also got permission to report on operations to the Emperor without any witness being present. The Emperor travelled to headquarters and decided according to his (N. N.'s) reports without consulting the Minister for War.

"In 1914 we advanced with three armies of which the centre was in Poland while the northern penetrated into Prussia and the southern conquered Galicia. In the beginning all went well, very well, indeed. Refugees from Prussia reached Berlin and in the south our troops stood outside Cracow. After that we were struck by blow after blow. On the northern flank was destroyed first of all Samsonoff's army, and then Rennenkampf's. The greatest tactical blunder one can commit is losing contact between the separate army units and allowing each army to be separately crushed by the enemy.

"Still more stupid was the conduct of affairs on the southern part of the front. Instead of marching into Silesia from the Cracow district we advanced southwards over the Carpathians. If I had taken part in the deliberations we would never have sent our troops over the Carpathians. While Germany, thanks to her railroads, could cast the whole of her forces against our army, we had the cloud-high mountain chain at our back, and in that way were separated from our base. The result was that all the forces which marched across the Carpathians were cut up.

"After these misfortunes, through which we lost both our flanks, our centre was encircled by the enemy from both sides and with difficulty saved itself. So took place the retreat of 1915."

## WAR WORK BY PIGEONS.

In 1908 it was decided by the Admiralty to abandon its pigeon service owing to the advent of wireless telegraphy. With the advent of the late war, however, so many innovations were introduced, firstly, in regard to air and seaplane patrols by small floating craft as the outcome of the submarine menace, that the reintroduction of pigeon services was rendered imperative. It is a fortunate circumstance that this form of service requires little organization, the Admiralty making up all deficiencies from private donors, which answered their purposes adequately. The only instruction necessary was to users of the birds, who in special considerations had to handle them accordingly. The liberation from a plane in flight will ordinarily result in accident to the bird from collision with the tail plane. The messages are carried in a small aluminium cup clipped to the pigeon's leg. Altogether no less than 717 messages of distress have been sent by pigeons from aircraft on the surface of the water, and the birds have covered an aggregate of 20,000 miles. Cases have been known where the pigeons' speed has exceeded 60 miles per hour. In one instance a pigeon flew 22 miles in 22 minutes with a message with resulted in the saving of the crew of the seaplane. In another case, a pigeon released 200 miles from its base, was able to bring important information in five hours.

## HOTEL LISTS.

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Miss A. Gallagher  
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Mr. J. S. R. Gar  
Mr. G. Gar  
Mr. & Mrs. G. Har  
Capt. T. H. Hayes  
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Miss P. Jardine  
Mrs. L. M. Joblin  
Mr. & Mrs. M. Joblin  
Mr. E. E. Johnson  
Mrs. H. Morgan  
Mrs. Johnson

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Corrected to 15th May, 1919.  
Mr. & Mrs. F. R. Adams  
Mr. & Mrs. G. C. Alabaster  
Mr. R. G. Atwell  
Mr. T. C. Bryain  
Mr. & Mrs. W. Barton  
Mr. C. B. Bird  
Mr. & Mrs. D. K. Blair  
Mr. C. M. Blaker  
Mrs. S. Blaisevay  
Mr. & Mrs. C. B. Brown  
Mr. & Mrs. M. L. Bugbee  
Mr. A. Button  
Capt. T. H. Butler  
Rev. R. A. Bundle, c/o  
Mr. G. L. Baldwin  
Mr. H. Bowrey  
Mr. Perry Beattie  
Mrs. William Beattie  
Beattie  
Capt. E. W. Brett  
Mr. H. J. Brett  
Mr. & Mrs. J. Cochrane  
Mr. A. Conrad  
Lt. Col. E. G. Coles  
Mr. J. H. Coohas  
Mr. E. J. Coomes  
Mrs. Cormack  
Mr. L. Clements  
Mr. & Mrs. John Duman  
Mr. & Mrs. J. M. Elias  
Mr. E. Evans  
Mr. R. H. Gregory  
Mr. John Green  
Mr. and Mrs. Galloway  
Mr. J. J. Eversdross  
Mr. & Mrs. Zedlig

**Krom Russian House.**  
Corrected to 15th May, 1919.  
Mr. J. H. Adams  
Mr. G. L. Allen  
Mrs. R. Almond  
Dr. E. M. Ayer  
Mr. J. F. Bryan  
Miss H. Borge  
Mr. and Mrs. Brough and family  
Mr. J. Bainbridge  
Mr. A. E. Batt  
Mr. A. Baynes  
Miss C. Agnelling  
Bridger & family  
Mr. R. W. Brundie  
Mr. A. Bulloch  
Mr. & Mrs. A. B. Cody  
Mr. Choo Shing and son  
Mr. W. E. Dolton  
Miss Farrell  
Mr. J. Farrell  
Mr. J. Featherston  
Mr. J. D. Forrest  
Mr. P. M. Heaton  
Mr. & Mrs. Horley  
Mr. & Mrs. Huismann  
Miss C. Hammes  
Miss F. Hammes  
Miss A. Hann  
Mr. A. Harrison  
Mr. C. L. Hoffman

**CARLTON HOTEL.**  
Corrected to 15th May, 1919.  
Miss Irene Abels  
Mr. A. C. Ables  
Miss H. Allardy  
Capt. Agnelling  
Mr. B. Almon  
Mr. B. Almon  
Miss Brelia Barnes  
Mr. J. Basso  
Mr. V. R. Bayard  
Mrs. H. A. Banchet  
Mr. E. Bernia  
Mr. J. W. Bonthie  
Mr. J. Bloem  
Miss B. Brownell  
Mr. B. Almon  
Bagram  
Mrs. F. E. Cameron  
Sister H. Creeks  
Mr. H. Cruz  
Mr. C. de la Cruz  
Mr. R. A. Dano  
Miss L. Dazins  
Mr. S. Donald  
Mr. & Mrs. N. G. Douglas  
Mr. J. A. Durque  
Mr. W. Ezra  
Miss E. Ellsworth  
Mr. W. W. Garner  
Miss Alma Grant  
Mr. & Mrs. T. Gaudin  
Sister A. Gordkay  
Mr. E. W. Haig  
Mr. Alex. Hannan  
Mr. J. Hefferman  
Mr. Ed. T. Heffer  
Mr. D. P. Henderson  
Mr. H. G. Henderson  
Mr. L. B. Jarvis  
Mr. L. Jackson  
Mr. W. H. John  
Mr. J. H. Kelly  
Mr. W. K. Kennedy  
Sister H. Kordkay  
Mr. J. J. Kordkay  
St. George's House.  
Corrected to 15th May, 1919.  
Mr. & Mrs. F. A. Janzen & child  
Mr. A. Kirk  
Mr. & Mrs. L. Lazo  
Capt. Mario Lazo  
Mr. & Mrs. J. J. Lousin  
Mrs. Mathiasen and child  
Mr. & Mrs. Metzel  
Mr. L. Nelson  
Mr. & Mrs. J. H. Panerantz  
Mr. & Mrs. J. M. Pankings and child  
Mr. J. L. Rosterman  
Mrs. E. Rowlings  
Miss Rowlings  
Mr. M. W. Sproull  
Mr. & Mrs. Toffe  
Mr. J. Watta  
Mrs. H. C. Youngberg  
Mr. H. A. Nigues

**PALACE HOTEL.**  
Corrected to 15th May, 1919.  
Mr. M. Conkole  
Mr. J. Crookdale  
Mr. R. S. Dunier  
Mrs. Doubrinson  
Mrs. T. Grot  
Mr. and Mrs. T. Grot  
Mr. H. H. Hipkin  
Mr. J. Jack  
Mrs. E. Lemaitre  
Mr. M. Conkole  
Mrs. U. Machaloff  
Mrs. N. Machaloff  
Mr. D. H. Martin  
Mr. F. Moritz  
Mr. E. J. Rowe  
Mr. J. Simoca  
Mr. C. J. Tachid  
Mr. P. J. Vick

**COMMERCIAL NEWS.**  
**THE COTTON TRADE.**  
Says the *Manchester Guardian*—Mr. L. H. Lytle, the British Consul General at Bangkok, has presented a report which will help Lancashire people to appraise Japanese competition at its true value. Japan has done well in Siam during the war, as she has had little competition from Europe. In grey and white shirtings, our Consul General says, and also in smaller lines, Japanese rivalry has been "so severe as to have driven certain Manchester tickets off the market. There has been a considerable improvement in the quality and appearance of Japanese cotton goods, some of their grey shirtings being hardly distinguishable now from Manchester cloth, and they are constantly imitating more European lines with considerable success." This looks rather black, no doubt, but let us read on. "On the whole, however, (we are told), there will have to be far-reaching and more universal improvement in quality if the Japanese are to retain the business they have obtained owing to war conditions. The quality of Japanese sewing cotton is very inferior but the high cost of English threads has stimulated the demand for the Japanese product." There we have the thing in a nutshell. War conditions have enabled the Japanese to sell inferior goods, but they cannot face our competition even in Siam when our manufacturers have their full liberty restored. Yet some people profess to fear that the Manchester market itself is at their mercy, and that we can only keep them out by imposing tariffs!

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A CAR FOR GENERAL SERVICE

Business as well as social needs were given careful consideration in designing and building the new Allen.

The result is a car that is ideal where maximum year-round service is demanded.

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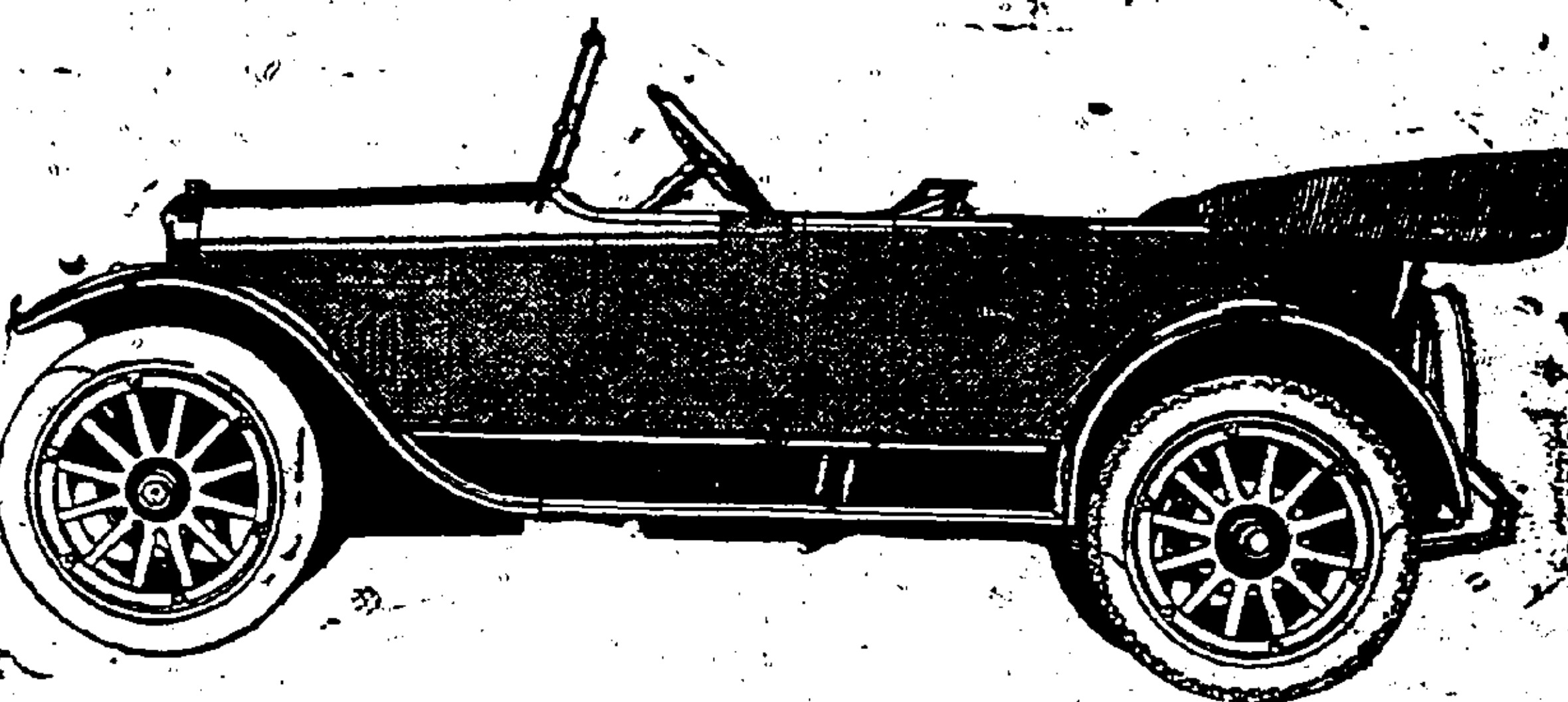
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Many special features of this Car will interest you. Ask for a copy of the Allen Car Book, or, better still, have us demonstrate.

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Having arrived from the above ports, Consignees of cargo by her are hereby informed that all goods are being landed at their risk into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

Goods not cleared by the 27th inst. at noon will be subject to rent.

All broken, chafed and damaged packages are to be left in the Godowns where they will be examined. Claims against the steamer must be presented within 10 days of arrival otherwise they will not be recognised.

No Fire Insurance will be effected by us in any case what over.

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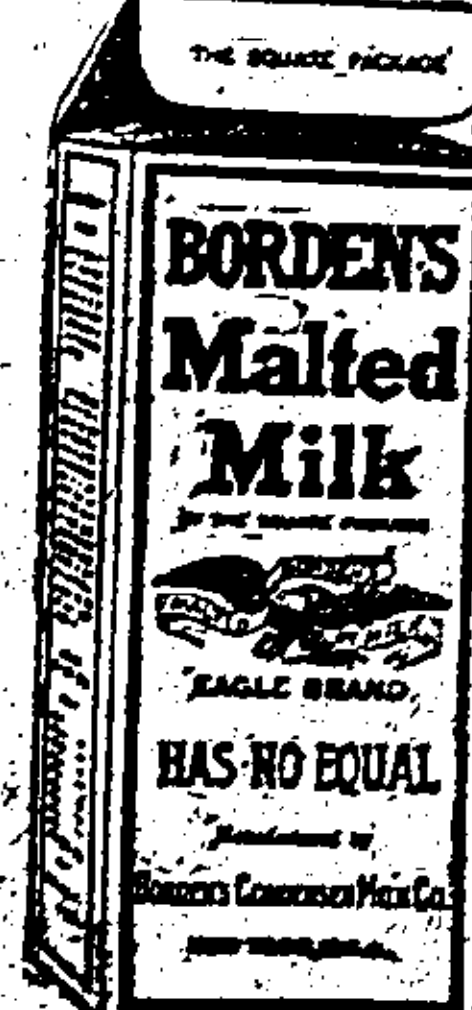
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SOLE AGENTS





## FROM THE PULPIT.

INTERCOMMUNICATION  
AND ENLIGHTENMENT.

Rev. J. Kirk Macdonald preached at the Union Church on Sunday from the text "Many shall run to and fro, and knowledge shall be increased." He said—

Something is said in this verse about "the time of the end," and there is a great deal of the same kind elsewhere in the book which is thought by many to refer to the end of the world.

Whether that final consummation was in the prophet's mind I do not know and will not attempt to say. All through our era the speedy end of the age has always been in process of being predicted by someone. There are some who are doing that now, but experience does not show that the world has ever been the better for these predictions. The age will end for each of us when our time comes, and our business is to see that we live so as to be ready to render an account whenever that may be required of us.

But whilst avoiding speculative interpretations such as are often and ingeniously exercised with respect to this portion of Scripture, it will not be uninteresting to observe how remarkably the saying of my text fits our present time.

"Many shall run to and fro, and knowledge shall be increased," if a striking applicability of such words as these really betokens the end of an age there have been several periods in the world's history which they would well have applied to.

One of these was under the old Roman empire, when the legions of the great republic traversed and subjugated the countries of the known world, and penetrated into regions before unknown. Roman fleets sailed on the British Channel and the bottom of the Tigris. Roman influence prevailed from the forests of Germany to the Libyan desert, in the plains of Gaul, the steppes of Scythia, the towers of Damascus.

The city of the seven hills was the centre of a world which was ever growing larger and yet smaller—extending in geographical bounds, yet ever being brought closer in its different parts by means of common law and civilisation.

There was giving and receiving between all quarters of the mighty empire, exchange of commodities, ideas and customs. Roman law, Grecian art, Egyptian and Jewish religion saluted each other under the tolerant sway of the Caesars, letters and culture became fashionable and accessible.

Into all this coming and going and intercommunication the young Christian faith entered, and, with many a struggle, at length took possession. In the running to and fro the heat of all knowledge was increased and diffused. The path of the legions became that of the missionaries, the roads by which the conquerors opened up trackless countries made free course for the messengers of the cross.

A great door and effectual was opened, there were many adventures, as always, but the gospel failed not to enter in. The Scriptures were diffused as widely as the imperial writ, and wherever Caesar's name was known there was preached the name of "another King, one Jesus."

Our own British ancestors received their share in the course of these great movements. Roman roads whose remains still exist opened up those islands as they did other lands, the torch of truth was borne along them kindling the light which in later times of darkness was never wholly quenched. A further and striking illustration is found, of course, in the great Renaissance, marked by the revival of learning, and religion in Western Europe, when the darkness of the Middle Ages slowly and sullenly began to yield to the dawn of modern enlightenment. Revolt arose in the name of reason and conscience against oppressive authority both in civil life and in religion. Constantinople, sacked by the Turks, sent its Greek refugees to carry into Italy the long lost treasures of classic art and learning. Under the new impetus modern science began to be. Astrology gave way to astronomy, chemistry began to displace alchemy, knowledge of nature and its laws entered on a wholly new and infinitely extended phase. Also in the most literal sense there was much running to and fro. Travel and adventure became the passion of many lives. The world was circumnavigated, the new world was discovered; for the first time men began to know with any accuracy the extent and the limits of the planet on which they lived.

Religion too was set on new tracks by this vast movement. The word of the Lord ran and was glorified. The revival of learning meant a fresh study of the Scriptures in their original tongues, now again made accessible to western students. New and better versions of the Bible came into existence, and providentially the new art of printing was there to bring these into vogue. The Reformation was the religious result of the general increase of knowledge and dawn of new light. England had a large share in these great benefits, and when those who carried out the new spirit in the sphere of conscience were persecuted at home they found awaiting them in the new world across the Atlantic a land of liberty, where there was freedom to worship God—and that is why we shall be celebrating next year the centenary of the sailing of the Mayflower from old England, to the New England.

"Many shall run to and fro, and knowledge shall be increased." Future generations will reckon our present age as one in which this saying received exemplification not less remarkable than in those other cases which I have hastily sketched. We are in the later stage of a movement of thought and knowledge whose issues it is impossible to forecast, although it needs no special gift of prophecy to say that they must be enormous. The running to and fro and the increase of knowledge of recent years have been subject of constant remark. But I should like, with permission, to give you an extract from an essay of nearly 100 years ago, 1826 to be precise. The writer is the saintly Edward Irving, and he says: "Of all the characteristics of the present times the increase of our natural knowledge is perhaps the most remarkable, except the dissemination of it. The zeal with which the earth has been run over for facts and specimens, the number of travellers and voyagers, and the apparatus for discovery with which they go attended; the

books that stem from the press in that kind, and the exactness with which they are written are surpassed by the inventions of printing and copying by which they are circulated through the earth with the speed of life and death. . . . And education is the rallying word of all well disposed men. For the perfecting of the inventions that have taken place of late is altogether marvellous. Apart from the stately dictation of its period that might have been written yesterday instead of nearly a century back. For steam travelling was then in its mere infancy, and many of the other inventions, about which it is the custom to say that they are annihilating space, had not been heard of. It cannot be more than some 20 years ago since I suggested this text to a brother minister who told me there was to be a parade of bicycle clubs at his Church and he couldn't think of a suitable subject! Cycling was then at the height of popularity, but now it holds a very far back place, and the motor car which displaced it is probably itself yielding to the aeroplane.

We are expecting any day to hear that someone has flown from England to America in some 20 hours, yet it seems but yesterday since it was thought an achievement to fly from Dover to Calais. Also by means of telegraph and telephone, with wires or without them, news travels so rapidly in the ordinary course of business that we consider ourselves aggrieved here at present because we have to wait a week or two, whereas our grandfathers waited for months.

These conditions of modern life have become quite a matter of course with us, and yet in this spot we are living on the borders of a vast country where all is very different. Both as regards means of communication and general education in any modern sense of the term China is back in the middle ages. The two drawbacks go together, for nothing hinders the spread of knowledge more than the lack of means of communication, and on the other hand the general lack of modern knowledge which pervades China is a potent hindrance to every effort to establish roads and railways. Perhaps you noticed a few days ago that one of our local newspapers reprinted an article, and commented favourably on it, from a long experienced friend of China on this very subject—Dr. R. E. Chambers of Canton.

Dr. Chambers reiterates his opinion given 20 years ago that what China most needs, next to the re-planting of her woods and forests, is that road construction should be promoted in every way throughout the country. Easy means of communication, he says, would help every other good thing. That is undoubtedly so, and his proposal to make a beginning by a good road between here and Canton is wise, and I have no doubt perfectly practicable. The old narrow tracks and paths and waterways of China may be picturesque, but they are wholly unsuited to the present age. Such as they are they are too like the ancient road from Jerusalem to Jericho, infested by robbers who prey on the unhappy traveller. Ignorance and isolation prevail, resulting in local jealousies and contributing not a little to the misgovernment and lack of government which are the curse of China, and which will make her, politically, the vassal of her better organised

neighbours if they are allowed to continue.

One realises this acutely, and as well-wishers of China, what we all desire is to see her brought into effective touch, not only at the treaty ports, but throughout her wide borders with the best which the more advanced nations have to impart to her.

Considering what that best is another text from another prophet comes into one's mind: "Prepare ye the way of the Lord, make His paths straight."

It is true that easy means of communication may help every good thing; unfortunately it is the case also that they can help bad things. From that point of view a Chinese patriot can make out a case for at least being in no hurry to see his ancient country opened up, for he knows perfectly well that in the mouths of many the opening up of China means little more than the hope to exploit it in the selfish race for wealth. The whole question is the question of what is going to be carried along your new system of road, rail, and canal in China or anywhere else. Mere facilities for running to and fro are nothing in themselves. I care very little whether or not it may be possible next week to cross the Atlantic in 20 hours, or 20 minutes. I care everything whether or not freer communication is going to improve and foster a right understanding between Europe and the Americas by letting their inhabitants see more of each other and thereby develop real friendship. If quick travel and speedy communication are valued chiefly as additional means of getting rich quickly I could, like Nathaniel Hawthorne, in one of his allegories, see Apollon himself as the driver of the steam engine, or to come down to date the controller of the airship or the operator of the wireless key.

It is an old saying that he that increaseth knowledge increaseth sorrow, a curious saying, quite half true, and with much close observation of life behind it. Knowledge is power; runs another aphorism, and knowledge is commonly held to be simply another way of saying light. Half truths are these also and everything depends on the application you make of them. What are the uses to which the power is put, what kind of ideals are being pursued under the light which knowledge brings? If our knowledge of God does not keep pace with our knowledge of nature then indeed it becomes rather an added burden than an advantage. The war has certainly shown us—if we needed showing—that when a nation drops its ideals whilst enlarging its resources it but makes itself a public danger and prepares for itself the greater collapse. As for China, what that vast country needs above all is moral integrity. Its people have many virtues which call out sincere admiration, but no main in high places seems to trust his neighbour; the funds raised for making roads or other public purposes disappear, yet almost nothing gets done; individuals roll in riches, but the public service is starved and the mass of the people are pitifully poor.

It is but too familiar a tale, and there will be no end to it until China comes to a knowledge of the true God in Jesus Christ whom He has sent, knowledge which brings new ideals and the will to follow them. Then what of ourselves, whose knowledge so far exceeds that of

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"A DOG'S LIFE"

NOTE:—The Million Dollar Chaplin series are absolutely the latest Chaplin productions produced by himself under his famous contract with the First National Exhibitors Circuit Co., of New York. We have presented "Shoulder Arms." We are now presenting "A Dog's Life" and have in hand a contract for "Sunny Side," which is expected to be ready for the East in about 2 months.

Booking at ANDERSON'S

Prices \$1.50, \$1.00, 70c



CHARLIE CHAPLIN'S "A DOG'S LIFE"



# **NOTICE** **THE LIVERPOOL & LONDON & GLOBE INSURANCE CO. LTD.**

NOTICE is hereby given that, owing to the Underwritten proceeding home on leave, Mr. Right H. P. Kewley will take charge of the Company's Hongkong Branch, as Acting Local Manager, as from 21st inst.

**JOHN DE B. LANCASTER**  
Acting Local Manager.  
Hongkong, 19th May 1919.

# **HONGKONG POLO CLUB.** **EMPIRE DAY.**

NOTICE: Weather permitting, a Polo Club GYM-KHANA will be held at the Race Course, Happy Valley (by kind permission of the Stewards, Hongkong Jockey Club) on Saturday next, May 24th, at 4 p.m. Admission \$1.00 (including Tea). Children under twelve half-price. Program includes: Tent Pegging, Brain-Fever Race, Mounted Combat, &c., &c. Cash Sweeps. **S. E. GRIMSTONE.** Hon. Secretary. Hongkong, 17th May 1919.

# **PREVENT DISEASE** **"INSECTOX"** IMPROVED "PEPPERS" MY SPRAY

SUPPRESSES FLIES, MOSQUITOES & OTHER INSECT DISEASE CARRIERS

"INSECTOX OUTFITS" consisting of a "Household Insectox" and a "Crude Insectox" for use in homes, hospitals, etc.

Price \$4.00

"HOUSEHOLD INSECTOX" kills flies, mosquitoes, etc. Price \$1.30 per tin.

"CRUDE INSECTOX" kills flies, mosquitoes, etc. Price \$1.30 per tin.

"HORTICULTURAL INSECTOX" kills insects on plants. Price 70c. per tin.

On sale at Messrs. A. S. Watson & Co., Hongkong & Kowloon, Bakkly Co., Hongkong, and leading stores.

**FRANK SMITH & CO.,**  
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| SELLING.                            |           |
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| T/T Demand                          | 3/6 3/4   |
| 30 d/s                              | 3/6 7/16  |
| 60 d/s                              | 3/6 9/16  |
| 90 d/s                              | 3/6 11/16 |
| 120 d/s                             | 3/6 13/16 |
| T/T Shanghai                        | Nom.      |
| T/T Singapore                       | 150       |
| T/T Japan                           | 159 1/2   |
| T/T India                           | Nom.      |
| Demand, India                       | Nom.      |
| T/T San Francisco                   | 83 3/4    |
| co & New York                       | 83 3/4    |
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| BUYING.                             |           |
| 4 m/s. L/C                          | 3/7 1/4   |
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| 30 d/s. San Francisco co & New York | 84 1/2    |
| 4 m/s. Marks                        | Nom.      |
| 4 m/s. France                       | 5 1/4     |
| 5 m/s. France                       | 5 1/2     |
| Demand Germany                      | Nom.      |
| Demand New York                     | 82 1/2    |
| T/T Bombay                          | Nom.      |
| Demand, Bombay                      | Nom.      |
| Demand, Calcutta                    | Nom.      |
| Demand, Manila                      | 149       |
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| On Saigon                           | Nom.      |
| On Bangkok                          | 43 1/2    |
| Sovereign                           | 5 50      |
| Gold leaf per Tael                  | 41.40     |
| Bar Silver, per oz.                 | 5 1/2     |

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Hongkong 30 days 8 1/2 %

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Bar Silver, per oz. 5 1/2

# **NOTICE** **PUBLIC AUCTIONS.**

THE Underwritten has received instructions to sell by Public Auction on **WEDNESDAY, the 21st May, 1919.** at noon at his Sales Rooms, Duddell Street.

**The Wreck of the S. S. "Chiyo Maru"**  
as she now lies off the Lema Islands

Terms: Cash on fall of the hammer, when vessel will be at purchaser's risk.

**Geo. P. LAMMERT**  
Auctioneer.

THE Underwritten has received instructions to sell by Public Auction on **WEDNESDAY the 21st May, 1919.** commencing at 2.30 p.m. at his Sales Rooms, Duddell Street.

**A Large Quantity of Valuable Household Furniture** comprising—

Teak hatstand, blackwood curio cabinet & tables, carved cherrywood table, teak bookcases, writing desks, leather covered drawing room suite, easy chairs, carpets, rugs, etc. etc.

Teak extension dining table & chairs, teak sideboard & dinner wagon, ice chest, dinner service, glassware, cutlery etc. etc.

Double brass mounted iron bedstead, teak single & double wardrobes with bevelled mirrors, teak dressing table & washstands, toilet crockery, etc. etc.

Also

One enamelled bath

Two pianos.

On view from Monday, the 19th inst.

Catalogue will be issued.

Terms: Cash on delivery.

**Geo. P. LAMMERT**  
Auctioneer.

# **UNION INSURANCE SOCIETY OF CANTON LIMITED.**

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Forty-sixth Ordinary Yearly Meeting of the Society will be held at its Head Office Nos. 3 and 4 Queen's Buildings, Hongkong, on **THURSDAY, 22nd May, 1919**, at Noon, for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends etc.

The TRANSFER BOOKS of the Society will be CLOSED from the 12th May to 22nd May, both days inclusive.

By Order of the Board.

**C. H. P. HAY.**  
Deputy General Manager.  
Hongkong, 9th May, 1919.

# **WISEMAN, LTD.**

# **TEA DANCES**

**TO-DAY (TUESDAY), May 20th**  
and  
**THURSDAY, May 22nd.**

**D. M. GOODALL,**  
Manager.

PHONE 407.

# **THE "STAR" FERRY CO., LTD.**

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN THAT THE TWENTY-FIRST ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. J. and M. Matheson & Co., Ltd., on **THURSDAY, the 29th May, 1919**, at 11.30 a.m., for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April 1919.

The Transfer Books of the Company will be closed from the 26th instant to the 31st instant, both days inclusive.

**PEAK TRAMWAYS CO. LTD.**  
**JOHN D. HUMPHREYS & SON**  
General Managers.  
Hongkong, 16th May 1919.

# **NOTICE** **BRITISH TRADERS' INSURANCE CO. LTD.**

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Fifty-third Ordinary Yearly Meeting of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on **THURSDAY, 22nd May 1919**, at 12.45 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th May to 22nd May, both days inclusive.

By Order of the Board.

**C. H. P. HAY.**  
Deputy General Manager.  
Hongkong, 9th May, 1919.

THE CHINA FIRE INSURANCE CO. LTD.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Fifty-fifth Ordinary Yearly Meeting of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on **THURSDAY, 22nd May, 1919**, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th May to 22nd May, both days inclusive.

By Order of the Board.

**C. H. P. HAY.**  
Deputy General Manager.  
Hongkong, 9th May, 1919.

# **THE CHINA FIRE INSURANCE CO. LTD.**

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the Fifty-fifth Ordinary Yearly Meeting of the Company will be held at its Head Office, Nos. 3 and 4 Queen's Buildings, Hongkong, on **THURSDAY, 22nd May, 1919**, at 12.30 p.m. for the purpose of receiving the Report of the Directors together with the Statements of Account to 31st December, 1918, and of declaring Dividends, etc.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th May to 22nd May, both days inclusive.

By Order of the Board.

**C. H. P. HAY.**  
Deputy General Manager.  
Hongkong, 9th May, 1919.

# **NOTICE** **THE THIRTY-FOURTH ANNUAL ORDINARY GENERAL MEETING OF THE COMPANY**

(since its registration) will be held at the Hongkong Hotel, Hongkong, on Friday, the 23rd day of May, 1919, at Noon, for the purpose of receiving the Report of the General Managers together with a Statement of Accounts to the 31st December, 1918.

The REGISTER OF SHARES of the Company will be CLOSED from Monday, the 19th day of May to Monday, the 26th day of May, 1919, both days inclusive, during which period no Transfer of Shares can be Registered.

**JOHN D. HUMPHREYS & SON.**  
General Managers.  
Hongkong, 13th May, 1919.

# **NOTICE** **A JUMBLE SALE**

will be held in St. Andrew's Church Hall (Kowloon) on **Friday May 23rd** from **3 o'clock to 6 o'clock.**

Contributions of any description, sent to the Church Hall on Thursday 22nd will be gratefully received.

Proceeds in aid of the Kowloon Branch of the Ministering Children's League.

# **PEAK TRAMWAY CO., LTD.**

NOTICE is hereby given that the Annual Ordinary General Meeting of Shareholders of the above Company will be held at the Hongkong Hotel, Hongkong on Thursday the 29th May 1919 at noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the year ending 30th April 1919.

The Transfer Books of the Company will be closed from the 26th instant to the 31st instant, both days inclusive.

**PEAK TRAMWAYS CO. LTD.**  
**JOHN D. HUMPHREYS & SON**  
General Managers.  
Hongkong, 16th May 1919.

# **NOTICE** **G. JAMES R.**

All persons with the exception of those of Chinese race, desiring to leave the Colony should apply in person between the hours of 9 a.m. to 1 p.m. and 2 p.m. to 4 p.m. daily at the PASS OFFICE, POST OFFICE BUILDING.

Applicants will be required to produce Passports or identification papers.

All persons with certain exceptions who remain in the Colony for more than 7 days are required to register themselves under the REGISTRATION OF PERSONS ORDINANCE 1916. Forms of Registration giving the particulars required may be obtained at the G. P. O. and at all Police Stations.

The Penalty for non-compliance is a fine not exceeding \$50.

# **\$** **DIRECTORY**

Nearly 2 of the Total Issue were sold last week.

Have you got Your copy yet?

**BREWER & CO.**  
23 Queen's Road.

# **THE CANTON INSURANCE OFFICE LTD.**

NOTICE TO SHAREHOLDERS.

The thirty-eighth Ordinary Yearly Meeting of shareholders will be held at the Offices of the undersigned on Wednesday the 21st May 1919, at 11.30 a.m.

The Transfer Books and Register of Members of the Company will be closed from the 17th May to the 21st May, both days inclusive.

Immediately after the above mentioned Meeting the General Agents in pursuance of Article 17 of the Company's Articles propose to ask the Consulting Committee to sanction a call of \$50 per share in respect of the monies unpaid on the shares held by members of the Company.

At the same time the General Agents will also under Article 104 (p) ask for the sanction of the Consulting Committee to the payment of a special dividend of \$50 per share (payable immediately after the call) out of the Reserve Fund.

Should these sanctions be obtained the Transfer Books and Register of Members will be closed for an additional 14 days, i.e. until and including the 4th June 1919.

**JARDINE MATHESON & CO., LTD.**  
General Agents.  
Hongkong, 30th April, 1919.

# **NOTICE** **THE HONGKONG & SOUTH CHINA WAR SAVINGS ASSOCIATION.**

APPLICATION forms for Membership of the above Association may be obtained from all the Banks or from the undersigned.

**THE UNION INSURANCE SOCIETY OF CANTON, LTD.**  
Honorary Secretaries & Treasurers.  
Hongkong, 15th January, 1919.

**LESSONS IN CHINESE**

MR. Y. H. YAN, a Chinese graduate, is now giving lessons in Chinese to Europeans and Americans in this Colony for the purpose of enabling them to speak and understand the Chinese language. He is a native of Canton and has been in Hongkong for many years. He is a member of the Hongkong and Shanghai Club and the Hongkong Golf Club. He is also a member of the Chinese Chamber of Commerce and the Chinese Education Society. He is a very capable and experienced teacher and his lessons are very popular. He is giving lessons at his home, No. 12, Victoria Road, Hongkong. The lessons are given on Saturdays from 10 a.m. to 12 p.m. and on Sundays from 10 a.m. to 12 p.m. The fee for the lessons is \$10 per month. The lessons are given in English and Chinese. The lessons are very interesting and useful. The lessons are given by a native Chinese speaker and a native Chinese teacher. The lessons are given in a very comfortable and convenient place. The lessons are given at a very reasonable price. 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## NOTICES

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bring Smoke out  
of Your Eyes ?

Impossible isn't it? It's just  
as impossible also to obtain  
a more Pleasant Satisfying  
delicious Smoke than



**WESTMINSTER**  
AIDE DE CAMP  
CIGARETTES.

**SOLD EVERYWHERE**

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Acne, Eczema, Scrofula, Bad Legs,  
Abscesses, Ulcers, Glandular  
Swellings, Boils, Pimples, Sores  
of any kind, Piles, Blood Poison,  
Rheumatism, Gout, etc. If you  
don't see your skin and blood in  
your veins, and your complexion  
cannot get the surface of the skin  
to be perfectly clear, it is a medicine  
that will thoroughly free the blood of  
the poisons which cause the trouble  
of all your sufferings. Clarke's Blood  
Mixture is just what a medicine is.  
Clarke's Blood Mixture is pleasant to take and guaranteed harm-  
less to the most delicate constitution of either sex. Of all chemists  
and druggists.

composed of ingredients which quickly  
attack, overcome, and expel from the  
blood all impurities from whatever cause  
arising, and by rendering it clean and  
pure can be relied on to effect a complete  
and lasting cure.  
THE TRUE VALUE OF Clarke's Blood  
Mixture is attested by a most remarkable  
collection of unimpeachable testimonials from  
sufferers of all classes—patients  
who have been cured after being given up  
as incurable—patients who have been  
cured after trying many other treatments  
without success. See hospital record books.  
Clarke's Blood Mixture is pleasant to take and guaranteed harm-  
less to the most delicate constitution of either sex. Of all chemists  
and druggists.

**Clarke's  
Blood  
Mixture**  
WILL CURE YOU  
PERMANENTLY.

## SHIPPING.

## VESSELS ARRIVED.

MAY 20.  
Yungshin, 999, Ch., Capt. Jones,  
Saigon, Chap. Cheung—  
Mooring—B. 12.  
Taisze, 404, Ch., Capt. Lemos,  
Pakhoi Yat Tai—Mooring—  
Wharf.  
Soshu Maru, 1006, Jap. Capt.  
Djove, Takao, O.S.K.—Mooring—  
Wharf.  
Askai Maru, 1336, Jap. Capt.  
Kakai, Moji, Y.K.K.—Mooring—  
Wharf.  
Kumsang, 2075, Br. Capt. An-  
drew, Calcutta, J.M.—Mooring—  
Wharf.  
Wasang, 1127, Br., Capt. Atkin-  
son, Manila, J.M.—Mooring—  
Wharf.  
Ningpo, 1223, Br., Capt. Freer,  
Chefoo, B. & S.—Mooring—  
C 14.  
Sinkiang 1616, Br. Capt. Eedy,  
Canton, B. & S.  
Amherst, 241, Br., Capt. Jones,  
Put back, Moller.  
Pakhoi, 1227, Br., Capt. Cowan,  
Canton, B. & S.—Mooring—  
C 15.

## VESSELS CLEARED.

Onsenging for Canton  
Mansing for Saigon  
Ching Chow for Bangkok  
Hohong for Fochow  
W. S. Sun for K. C. Wan  
Y. H. H. for Haiphong  
T. H. H. for Canton

## POST OFFICE.

## INWARD MAILS.

Shanghai—Per DILWARA, 22nd  
May.  
Manila and Australia—Per  
TANGO MARU, 23rd May.  
Manila, Canada and U.S.A.—Per  
EMPRESS OF ASIA, 23rd  
May.

## OUTWARD MAILS.

## TO-MORROW.

Straits and Bangkok—Per TO-  
YORA MARU, 21st May, 9 a.m.  
Pakhoi & Haiphong—Per KAI-  
FONG, 21st May, 9 a.m.  
Formosa via K'lung—Per KOYO  
MARU, 21st May, 10 a.m.  
Shanghai, N. China & Japan via  
Kobe, Honolulu, Canada,  
United States, Central and  
South America and EUROPE  
via SAN FRANCISCO—Per  
COLOMBIA, 21st May, Reg.  
9:45 a.m. Letters 10:30 a.m.  
Haiphong—Per HANOI, 21st  
May, 11 a.m.  
Fort Bayard—Per WA SUN, 21st  
May, noon.  
Shanghai and North China—Per  
TJIMANOCK, 24th May, 11  
a.m.  
Amoy—Per TJIBODAS, 21st  
May, 3 p.m.  
Fort Bayard, Hothow, and Hai-  
phong—Per SONGMA, 21st  
May, 5 p.m.

## THURSDAY, 22ND MAY.

Swatow, Amoy and Formosa via  
Takao—Per SOSHU MARU,  
22nd May, 8 a.m.  
Philippine Islands, Australia,  
New Zealand via Thursday  
Island—Per AKI MARU,  
22nd May, Reg. 8:45 a.m.  
Letters 9:30 a.m.  
Shanghai and North China—Per  
SUIYANG, 22nd May, 10  
a.m.  
Shanghai, North China & Japan  
via Nagasaki, Canada, United  
States, Central and South  
America and EUROPE via  
CANADA—Per AFRICA M.,  
22nd May, Reg. 10:45 a.m.  
Letters 11:30 a.m.  
Straits, Bangkok, Ceylon, Mauri-  
tius, South Africa, India via  
Dhanushkodi, Egypt and  
EUROPE via SUEZ—Per  
LYCAON, 22nd May, Reg.  
1:45 p.m. Letters 2:30 p.m.  
The Parcel Mail will be closed  
on Wednesday, 21st May,  
at 5 p.m.  
FRIDAY, 23RD MAY.  
Swatow, Amoy and Fochow—  
Per QUINZBAUG, 23rd  
May, 9 a.m.  
Shanghai, North China & Japan  
via Nagasaki, Honolulu,  
Canada, United States, Central  
& South America and  
EUROPE via SAN FRANCISCO  
—Per SHINYO MARU, 23rd  
May, Reg. 9:45 a.m. Letters  
10:30 a.m.  
Japan via Kobe, Canada, United  
States, C. & S. America &  
EUROPE via CANADA—Per  
CELOPS, 23rd May, Reg.  
11:45 a.m. Letters 12:30 p.m.

## WEATHER REPORT.

May 20, 1919. We received from  
Japan, Vladivostok and Indo-China  
the following reports:—  
Pressure: changes are slight at all re-  
porting stations; the depression remains  
over Tokyo.

Hongkong Rainfall for the 24 hours  
ending at 5 p.m. 50.00 in. 50.00 in. Total  
since January 1st 11.13 inches  
against an average of 13.21 inches.

FORECAST FOR THE 24 HOURS  
ENDING AT NOON TO-MORROW.

| Direction                 | Forecast                 |
|---------------------------|--------------------------|
| 1 Hongkong to Gap Road    | E. wind, moderate; fair. |
| 2 Formosa Channel         | The same as No. 1.       |
| 3 South coast of China to | The same as No. 1.       |
| 4 South coast of China to | The same as No. 1.       |
| 5 South coast of China to | The same as No. 1.       |
| 6 South coast of China to | The same as No. 1.       |

China Coast Meteorological Register.  
May 20, a.m.

| Station.   | Hour. | Barometer. | Temperature. | Humidity. | Winds.<br>Dir'n.<br>Force. | Weather. |
|------------|-------|------------|--------------|-----------|----------------------------|----------|
| Vostock    | 5a    |            |              |           |                            |          |
| Kamuro     | 5a    |            |              |           |                            |          |
| Hakodate   | 5a    |            |              |           |                            |          |
| Tokio      | 5a    |            |              |           |                            |          |
| Koobi      | 5a    |            |              |           |                            |          |
| Nagasaki   | 5a    |            |              |           |                            |          |
| Kagima     | 5a    |            |              |           |                            |          |
| Oshima     | 5a    |            |              |           |                            |          |
| Naha       | 5a    |            |              |           |                            |          |
| Lahaina    | 5a    |            |              |           |                            |          |
| Bonin Is.  | 5a    |            |              |           |                            |          |
| W. half W. | 5a    | 29.90      | 52           | 93        | no                         | 2 rf     |
| Hankow     | 5a    |            |              |           |                            |          |
| Ichang     | 5a    |            |              |           |                            |          |
| Peking     | 5a    |            |              |           |                            |          |
| Changhai   | 5a    |            |              |           |                            |          |
| Shanghai   | 5a    |            |              |           |                            |          |
| Guthrie    | 5a    |            |              |           |                            |          |
| Sharp Is.  | 7a    | 22.70      | 73           | 90        | e                          | 1 b      |
| Amoy       | 6a    | 29.57      | 75           | 92        | w                          | 1 c      |
| Swatow     | 5a    |            |              |           |                            |          |
| Tsushima   | 5a    | 23.71      | 72           | 90        |                            | 0 bf     |
| Tsushima   | 5a    | 23.72      | 72           |           |                            | 0 b      |
| Tsushima   | 5a    | 29.69      | 73           |           | ene                        | 4 r      |
| Koshu      | 5a    | 29.69      | 77           |           | w                          | 4 r      |
| P. dore    | 5a    | 29.63      | 75           |           | nne                        | 4 b      |
| Canton     | 6     | 22.71      | 74           | 95        | ene                        | 1 c      |
| H. Kone    | 5a    | 23.69      | 76           | 91        | e                          | 3 c      |
| Yap Rock   | 5a    | 23.69      | 75           |           | e                          | 3 c      |
| Macao      | 5a    | 23.68      | 75           | 92        | ene                        | 4 bf     |
| Wuchow     | 9a    |            |              |           |                            |          |
| Pakhoi     | 5a    |            |              |           |                            |          |
| Holhow     | 5a    |            |              |           |                            |          |
| Fullen     | 7a    |            |              |           |                            |          |
| Tientsin   | 5a    |            |              |           |                            |          |
| O. B. J.   | 5a    |            |              |           |                            |          |
| Appri      | 5a    |            |              |           |                            |          |
| Dagupan    | 5a    |            |              |           |                            |          |
| Manila     | 5a    | 29.79      | 77           | 95        | se                         | 1 c      |
| Lagapt     | 5a    | 29.53      | 79           | 93        | nw                         | 1 c      |
| Yokohama   | 5a    |            |              |           |                            |          |
| Holl       | 5a    | 23.81      | 79           | 93        | n                          | 1 c      |
| Serizaga   | 5a    |            |              |           |                            |          |
| Guam       | 4.50  |            |              |           |                            |          |
| Loccan     | 5     |            |              |           |                            |          |